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**COMMANDER TASK GROUP
SEVENTY-NINE POINT FOUR**

(C.T.G. 79.4)

MIKE 1

**COMMANDER TRANSPORT SQUADRON TWELVE
LANDING ATTACK ORDER NO. A22-44**

ANNEXES:

- A — Ship-to-Shore Movement.
- B — Control Plan.
- C — Beachmaster Plan.
- D — Communication Plan.
- E — Intelligence.
- F — Smoke Plan.
- G — Medical Plan.
- H — Boat Pool Plan.
- I — Pontoon Causeway and Barge Plan.

REGRADED
BY *Declassified for*
AUTHORITY *NSA Memo 11/3/72*
BY *Aug. 1969*
ON *24 Jan 76*

CAUTION

Every precaution must be taken to prevent this plan from falling into enemy hands. If capture or loss of ship is imminent, this plan will be destroyed in its entirety.

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Commander Transport Squadron TWELVE
U.S. Pacific Fleet
c/o Fleet Post Office
San Francisco, California

26 December 1944.

From: Commander Transport Squadron TWELVE, Pacific Fleet.
To: Distribution List.
Subject: Change No. 1 to Commander Transport Squadron TWELVE (C.T.G. 79.4)
Landing Attack Order No. A22-44.

1. The following are changes to ComTransRon TWELVE (C.T.G. 79.4)
Landing Attack Order No. A22-44:

TASK ORGANIZATION:

Page 1 - After PCE(R)s 852 and 853 add "(join at LEYTE)".

Page 2 - Under 79.6.1 Assault Unit GREEN, change "8 - 2 x 30 pontoon causeways" to read "10 - 2 x 30 pontoon causeways."

Page 2 - Under 79.6.3 LST Reserve Unit, add "LST 735 (join at LEYTE)"; after "5 LST" add "2 pontoon barges".

Page 2 - Under 79.6.4 LSM Reserve Unit, delete LSM 26; change "15 LSM" to read "14 LSM".

Page 6 - Paragraph 3(a), sixth line, change sentence "Boat BLT 2/108 as Division Reserve, starting at JIG Hour plus NINETY minutes; after boating retain in boat wave rendezvous area in immediate vicinity of CLAY until ordered to land the Division Reserve" to read:

"Boat BLT 2/108 as Division Reserve, GEORGE F. ELLIOTT starting at JIG Hour plus NINETY minutes, CATSKILL to have troops boated by JIG Hour plus NINETY minutes; after boating retain in boat wave rendezvous area in immediate vicinity of CLAY until ordered to land the Division Reserve".

Page 9 - End of first paragraph ~~DOWNGRADED TO SECRET, AUTOMATICALLY DECLASSIFIED~~

"Commander ~~Tractor Group BAKER~~ is charged with the responsibility for beaching pontoon causeways. He will work in close liaison with Transport Group Beachmaster and Army Shore Party Commander, and will insure that causeways are beached promptly in designated locations and placed in full operation at the earliest possible moment. He will keep Commander Transport Group BAKER informed of progress. It is directed that Tractor Group and Unit Commanders, and LST and LSM commanding officers make a careful study of their cargo unloading problems. Each vessel must know what cargo is aboard and be prepared to use ~~the~~ the most available facility to effect the speediest possible unloading."

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Landing Attack Order No. A22-44.

Page 9 - Line twenty, following the words "Hour plus TEN minutes." add:

"LSTs with artillery DUKWs will not launch such DUKWs until called for, at which time they will be launched at a point close to the beach or via causeway if LST is in position for unloading over a causeway."

Page 9 - Line twenty-four, change sentence "As soon as any one causeway (two sections) is ready for beaching, report this fact together with LST number to Commander Tractor Group BAKER who in turn will notify Commander Transport Group BAKER." to read:

"As soon as any one causeway (two sections) is ready for beaching, Commander Tractor Group BAKER will direct it to be beached in accordance with the priority established in Annex "I" to this Landing Attack Order and at the point designated by the Transport Group BAKER Beachmaster."

Page 10 - Line eight, following the words "JIG Hour plus TEN minutes." add:

"LSTs with artillery DUKWs will not launch such DUKWs until called for, at which time they will be launched at a point close to the beach or via causeway if LST is in position for unloading over a causeway."

Page 10 - Line twelve, change sentence "As soon as any one causeway (two sections) is ready for beaching, report this fact together with LST number to Commander Tractor Group BAKER who in turn will notify Commander Transport Group BAKER" to read:

"As soon as any one causeway (two sections) is ready for beaching, Commander Tractor Group BAKER will direct it to be beached in accordance with the priority established in Annex "I" to this Landing Attack Order and at the point designated by the Transport Group BAKER Beachmaster."

Page 11 - Line nine, change LST "935" to read LST "925".

ANNEX "A"

Destroy pages 4 and 5 and insert revised pages 4, 4(a), 5 and 5a (attached hereto).

Page 7 - Add the following to Note (3):

"CATSKILL, conditions permitting, will be moved in to her assigned berth in Transport Area THREE immediately after boating her part of the Division Reserve, which in her case will be boated by JIG plus NINETY minutes. When marked artillery is ordered in by CO RCT, artillery DUKWs will be launched and sent to designated

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Subject: Change No. 12 Commander Transport Squadron TWELVE (C.T.G. 79.4)
Landing Attack Order No. 122-44

beach under qualified boat officer who will insure they arrive at designated beach."

Page 8 - Delete "no data" from columns marked "Expected Draft" and insert for LSM 24, bow 6' - 4", stern 6' - 11"; for LSM 50, bow 5' - 6", stern 7' - 0".

Page 8 - Add Note (5):

"(5) Two (2) tanks on LSM 210 are completely waterproofed, remainder to 42".

Page 9 - Sixth LST listed in table, change LST "673" to read LST "671"; add "LST 735 (join at LEYTE)".

Page 10 - Sixteenth line of paragraph 6(c), change LST "935" to read LST "925".

Page 11 - Add to paragraph 7(a) the following: "Each Transport Division will have its own Regimental Beach for unloading purposes."

Page 16 - Change first line from "CATSKILL - 12 - DUKWs" to read:

"CATSKILL - 12 - DUKWs - Go in eighth wave - ship provides boat and officer to lead to correct beach."

Page 18 - Cancel page 18.

Pages 19 and 20 - Delete paragraph 7(k) and substitute the following:

"(k) Due to change from Divisional to Regimental beach unloading set-up, all three PC control vessels will be retained and used for traffic control purposes during S - Day.

PC 1600 will take station in front of Transport Division THIRTY.

PC 1601 will take station in front of Transport Division TEN. Both vessels will anchor three thousand yards off their respective beaches, will have aboard their respective division control officers and Army group embarkation officers. They will handle traffic to their beaches, collect cargo tickets, maintain records of all cargo landed on their beaches, keep in constant touch with beach and shore parties and troops ashore through Army and Navy channels, or both, and will advise the Transport Group and Division Commanders and individual ship commanders, as ap-

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Subject: Change No. 1 to Commander Transport Squadron TWELVE (C.T.G. 79.4)
Landing Attack Order No. A22-44.

appropriate, of the needs of the Army ashore. Control officers and Army group embarkation officers are to work in the closest cooperation in handling the unloading demands.

PC 1603 will be mobile, will have aboard the Transport Group Control Officer and the Army Ships' Cargo Control Officer (TQM), Major RASOR, and will exercise general supervision over all traffic control from vicinity of transports to the beach. It will maintain radio communications with the same stations prescribed for PCs 1600 and 1601 and with those two vessels. Major RASOR will maintain consolidated records of all cargo landed on both Regimental Beaches, collecting this information as frequently as necessary by use of tenders. The general idea is to "get to the troops what is needed, where and when it is needed". Detailed instructions are not advisable; initiative will have to be exercised to meet the varying situations and demands encountered. Keep the Transport Group and Division Commanders advised of needs; they can help a lot if they know what the Army wants and when it is wanted."

Appendix 1 to ANNEX "A"

Page 4 - Transport Division TEN Boat Assignment Table modified by Commander Transport Division TEN, "Task Order of TENTH Division for MIKE ONE", Serial 000394 dated 23 December 1944, issued separately.

Page 5 - Transport Division THIRTY Boat Assignment Table modified by C.T.U. 79.4.3 and Commander Transport Division THIRTY Landing Attack Order No. A4-44 dated 25 December 1944, issued separately.

Page 6 - Transport Division EIGHTEEN Boat Assignment Table, delete the table "For Boating Service Units which are to be Landed Following Assault Waves as Additional Shore Party (one trip only)", and substitute the following table:

From	To	LCV(P)s
ALCYONE	ELLIOTT	7
ALCYONE	CALVERT	1
ALCYONE	BAXTER	2
WAR HAWK	WAR HAWK	3
WAR HAWK	CLAY	2
WAR HAWK	CHARA	1
FUNSTON	MIDDLETON	8
WAR HAWK	CUSTER	2
CAMBRIA	CAMBRIA	1

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Landing Attack Order No. A22-44.

Page 6 -In table "For Boating Cargo (one trip only for LCV(P)s)" under column headed "LCV(P)" make following changes:

CAMBRIA to KNOX change "9" to "8", FREDERICK FUNSTON to CLAY
change "14" to "13".

Appendix 2 to ANNEX "A"

Change positions of LST Area XRAY and LST Area WILLIAM on Landing Beach and Area Diagram as follows:

"LST Area XRAY is moved fifteen hundred yards in the direction 347° T. The southwest corner of the Area in its new location bears:

259° - 30' T from PORTUGUESE POINT,
305° T - from COMAS ISLAND, and
154° - 30' T from LINGAYEN church belfry.

LST Area WILLIAM and its attendant LSD berths is moved 1,500 yards in the direction 347° from its present location. The center of LST Area WILLIAM in its new location bears:

259° T from PORTUGUESE POINT
175° T from LINGAYEN church belfry
295° T from COMAS ISLAND
101° - 30' T from GUECET POINT lighthouse.

PCE(R) stations are moved north sufficiently to clear the new location of LST Area WILLIAM.

All other Areas, and the Line of Departure remain unchanged."

ANNEX "B"

Page 3 - Add the following at the end of paragraph I 6(g), eight lines from the bottom of the page:

"Salvage boats shall fly SUGAR flag".

Page 7 - In subparagraph D(2)(c), eleven lines from bottom of page, delete the words "abreast of LCI(G)" and substitute "on a line with the sterns of the LCI(G)s."

Page 7 - Delete subparagraph D(2)(e) and substitute the following:

"When LCI(G)s arrive abreast of LCV(P)s they get underway at four knots remaining abreast of LCV(P)s."

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Landing Attack Order No. A22-44.

Page 11 - Destroy page 11 and insert revised page 11 (attached hereto.)

Page 12 - Delete paragraph 2 of Phase C and substitute the following:

"2. All boats enroute to the beach will report first to their respective Transport Division control vessel, where the coxswain will deliver a copy of his cargo ticket and receive orders as to where to take his cargo."

Appendix 2 to Annex "B"

Change LCI(M) 755 to LCI(M) 975 in boat wave lane in front of GREEN ONE Beach.

Change LCI(M) 974 to LCI(M) 755 in boat wave lane in front of ORANGE TWO Beach.

Interchange positions of LCI(G)s as follows: 451 and 467; 439 and 475.

Appendix 3 to Annex "B"

Page 3 - Line twelve, change "Commander SLIMMONS" to read "Commander SLIMMON".

ANNEX "C"

Page 3 - Delete subparagraph II 2, lines four to eight, and substitute the following:

"2. On this operation the regulation dump markers prescribed in Transport Doctrine, Amphibious Forces, Pacific Fleet, will not be used. Familiarize yourselves and all boat coxswains with the system described in paragraph 2 of Appendix 1 to this annex".

Appendix 1 to Annex "C"

Destroy "Enclosure "A", Cargo Phase Traffic Control Plan, and insert revised Enclosure "A" (attached hereto).

Appendix 1 to Annex "E"

Page 2 - Change latitude and longitude in upper right hand corner to read:

"Latitude 16° - 01' N
Longitude 120° - 14' E."

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Subject: Change No. 1 to Commander Transport Squadron TWELVE (C.T.G. 79.4)
Landing Attack Group 12

ANNEX "I"

Page 1 - Add to list of LSTs in paragraph I A:

"LST 1013 - Army unit -2- on call"

Page 1 - Change last sentence of subparagraph I A to read:

"LST 1013 is in Assault Unit GREEN; causeway is operated by Army for special assignment."

Page 3 - Change the first two paragraphs of part "D" to read as follows:

"D. General Plan

Tentative locations for pontoon causeways are as follows, subject to modification as a result of later information, referring to the PHILIPPINE Grid - LINGAYEN sheet 3159-II:

<u>ORANGE - GREEN BEACHES</u>	<u>OTHER LOCATIONS NOT ON ASSIGNED BEACHES</u>
<u>93.5 - 40.7</u> to <u>94.2 - 40.8</u> (eight stations in this line of beach. Points are extremities of this line).	90.3 - 40.1 91.2 - 40.3 92.1 - 40.4 92.5 - 40.5

First priority is at 94.2 - 40.8 and causeway will be from a GREEN LST. Second is 93.5 - 40.7 at other extremity of causeway landing area and causeway will be from an ORANGE LST. Refer to Appendix 1 to this annex for these locations on GREEN and ORANGE Beaches. If more suitable locations are found for causeways after all are positioned, some may be towed to these new locations. Causeway officers must be prepared for such a contingency."

Page 4 - Add to list of LSTs:

"LST 567 - Army Unit - 2 - 3 x 7 barges".

Page 4 - Add at the end of the second paragraph tenth line from the bottom of the page under "B. INFORMATION" the following:

"Two 3 x 7 barges transported by LST 267 are operated by Army for special ferrying purposes."

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OF6-12/APA36/A16-3
Serial No. 00012

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Subject: Change No. 1 To Commander Transport Squadron TWELVE (C.T.G. 79.4)
Landing Attack Order No. A22-44.

Page 5 - Delete last sentence and substitute the following:


"ASHLAND has one spare unit and will receive four additional units from WAR HAWK in target area. Barge from LST 567 will transport WAR HAWK's spares to ASHLAND, which will deliver them to LST 267 prior to departure from area".


H. B. KNOWLES

DISTRIBUTION:

(Same as for Landing Attack Order No. A22-44)

AUTHENTICATED:


Ed. M. BROWN
Flag Secretary.

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ANNEX "A" TO C.T.G. 79.4 LANDING ATTACK NO. A22-44

SHIP TO SHORE MOVEMENT

3. (a) LANDING ASSAULT TROOPS - PHASE 1

Embarked in Ship	Land on Beach	Via	Starting at	Remarks
<u>RCT 160 - TransDiv 30</u>				
LST 23*®, 127* CUSTER	<u>BLT-3</u>		JIG Hour	Waves 1-2 from LSTs. No Wave 3 on GREEN ONE Wave 3, GREEN TWO, from ASH- LAND
	GREEN 1	LVT		
	GREEN 1	LCV(P)/LCM		
LST 1013*® 276* ASHLAND CALVERT	<u>BLT - 1</u>		JIG Hour	Wave 3, ORANGE ONE, from LSTs Wave 3, ORANGE TWO, from LSTs and LINDENWALD. NOTE: LSDs supply Amphib- Tanks A total of 7 LVTs (free boats marked with "O") will fol- low with and after wave 3. Of these, 6 are maintenance LVTs. Waves 4-6 are from APAs. Wave 7, GREEN ONE, from CUSTER
	GREEN 2	LVT		
	GREEN 2	LVT		
	GREEN 2	LCV(P)/LCM		
	GREEN 2	LCV(P)/LCM		
LST 272*® 243*® A. MIDDLETON	<u>RCT 185 - TransDiv 10</u>		JIG Hour	Wave 7, GREEN TWO, is LCT 727, 728, 729 from ASHLAND with Division Shore Party and equipment Wave 7, ORANGE ONE, from MIDDLETON Wave 7, ORANGE TWO, is LCT 720 (F), 723, 730 from LIN- DENWALD with Division Shore Party and equipment.
	<u>BLT-2</u>			
	ORANGE 1	LVT		
	ORANGE 1	LVT		
LST 273*, 246* LINDENWALD W.P. BIDDLE	<u>BLT-1</u>		JIG Hour	
	ORANGE 1	LVT		
	ORANGE 1	LVT		
	ORANGE 1	LCV(P)/LCM		
* plus LST 267 carry causeway. @ plus LST 267 carry Artillery DUKWs.				

- NOTES:
1. LSTs start launching LVTs by JIG minus SEVENTY-FIVE minutes on receipt of order "Land the Landing Force".
 2. LSDs start launching LVT(A)(1)s upon arrival LSD berth W-10 and W-11 and prior to flooding down to launch LCTs. Keep LVT(A)(1)s near by until LSTs start launching LVTs; then send them forward to join appropriate 3rd wave. LINDENWALD retain extra LVTs alongside until JIG Hour; then send to Line of Departure to join 8th wave.
 3. Dispatch of assault troops will not be held up if LVT(A)(1)s from LSDs are not on station on time; should this happen, control officers send them in at earliest opportunity, following after any LCV(P) wave convenient.
 4. Priority supply LVTs will be launched from LSTs after 7th wave is at Line of Departure, will not be allowed to become a part of, or interfere in anyway with the assault wave. They will be sent to Line of

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ANNEX "A" TO C.I.G. 79.4 LANDING ATTACK ORDER NO. A22-44

SHIP-TO-SHORE MOVEMENT

Departure by returning wave guide boats, or control vessel tenders, after 7th wave has arrived at Line of Departure.

- (a) LSTs will not launch Artillery DUKWs until called for by RCT Commanders, at which time they will be landed close to beach, either by beaching LSTs if causeways not yet landed, or from already beached LST either directly into water and thence to beach or over causeway if LST is in position to unload over causeway. As soon as any LST has taken the end of the causeway for unloading purposes, it will land its DUKWs even though not yet called for by RCT Commander.
5. APAs will start boating assault troops immediately upon arrival in Transport Area TWO.
 6. All APAs supplying initial beach and shore parties, and Army shore party elements in ELLIOTT, CLAY, WAR HAWK, MIDDLETON, CHARA and LST Reserve Unit, must be near but to seaward of Line of Departure by JIG plus FIFTEEN minutes. Control Officers send these in immediately after 7th wave is dispatched.
 7. See Control Plan, Annex "B" and its Appendices 1 and 2 for details of forming up waves, and system of control.
 8. See page 5 and 5a for Time Table schedule for all assault waves.
 9. Pontoon causeway on LST 1013 and two barges on LST 267 are to be manned and used by Army.

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ANNEX "A" TO C.T.G. 79.4 LANDING ATTACK ORDER NO. A22-44

SHIP TO SHORE MOVEMENT

(b) TIME TABLES - Schedule for all Assault Waves:

Wave No.	Leave Line of Departure at	Land on Beach at
1 (LVT)	JIG Hr. minus THIRTY minutes	JIG Hour.
2 (LVT)	JIG Hr. minus TWENTY-SEVEN min.	JIG Hr. plus THREE min.
3 (LVT)	JIG Hr. minus TWENTY-FOUR min.	JIG Hr. plus SIX min.
4 (LCV(P))	JIG Hr. minus SIX minutes.	JIG Hr. plus NINE min.
5 (LCV(P))	JIG Hr. plus FOUR minutes.	JIG Hr. plus NINETEEN min.
6 (LCV(P))	JIG Hr. plus NINE minutes.	JIG Hr. plus TWENTY-FOUR min
7 (LCV(P))	JIG Hr. plus FOURTEEN minutes.	JIG Hr. plus TWENTY-NINE min (LCT)
8 Miscellaneous.	Composed of LVTs, DUKWs and landing craft with priority cargo and beach and shore party elements; will be sent in immediately following the 7th wave, or as soon thereafter as they arrive at the Line of Departure. Twelve DUKWs from CATSKILL, flying RED distinguishing flags will be part of the 8th wave. Artillery DUKWs from LSTs 1013, 23, 267, 276, 272, 243 and CATSKILL will not be a part of this wave, but will land later on call.	

(c) ADDITIONAL BOATINGS FOR 8th WAVE

From Ship	Off.	Enl.	Unit	LCV(P)s Needed	Remarks
ELLIOTT	4	20	3118 Serv. Co.	6	Land on center GREEN Beach and report to Shore Party Commander for allocation.
	5	161	55 Ord. Co.		
	0	24	Hq. Co. 101 Bn. 594		
MIDDLETON	9	198	Co. "C" 594	6	
CUSTER	2	41	593 JASCO	2	
LSTs 1028, 925	-	45 Each	108 Inf. Unloading De-tails.	2 Each	LSTs use own boats.
ELLIOTT	2	16	Med. Detch. 594	1	Land on center ORANGE Beach and report to Shore Party Commander for allocation.
MIDDLETON	2	41	593 JASCO	2	
CLAY	3	70	245 Port Co.	2	

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(REVISED - CHANGE NO. 1)

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ANNEX "A"

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ANNEX "A" TO C.T.G. 79.4 LANDING ATTACK ORDER NO. A22-44

SHIP TO SHORE MOVEMENT

(c) ADDITIONAL BOATINGS FOR 8th WAVE, Cont.

From Ship	Off.	Enl.	Unit	LCV(P)s Needed	Remarks
WAR HAWK	4	122	3667 QM. Trk. Co.	3	
CHARA	3	25	1998 QM. Trk. Co.	1	
CAMBRIA	3	23	740 Ord. Co.	1	
LST 681, 752, 580, 671, 567, 5681	-	45 Each	108 Inf. Unloading De- tail.	2 Each	
BAXTER	9	83	Hq Co. 594	2	Land near center GREEN-ORANGE Beach and report to Shore Party Commander for allocation.
CALVERT	1	40	39 MP Co.	1	

- NOTES: (1) LSTs provide officer to lead boats to proper beach.
(2) LST labor details will be used S - Day to augment shore party labor details on allocated beaches. Labor details will be provided as each LST is unloaded on S plus ONE Day.

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CONTROL PLAN

- (b) After landing of reserve battalions and when directed by Commander Transport Group BAKER, dissolves Line of Departure and orders withdrawal of SC 1004, SC 1375 and SC 631.
- (c) Directs PC 1600 and PC 1601 to move in to 3000 yards from beach and set up for general unloading.

B. Transport Division Control Vessels (PC 1600 and 1601).

(1) Control Personnel Embarked:

Same as assault phase.

(2) Duties:

- (a) Under group control officer, exercises control at Line of Departure.
- (b) Collects, forms up and dispatches "so called" eighth wave consisting of LVTs from assault ISTs and LINDENWALD, DUKWs from CATSKILL, and LCV(P)s from transports and reserve IST unit with beach parties and shore parties embarked. DUKWs from CATSKILL will fly a Red flag to distinguish them from artillery DUKWs launched by ISTs. The artillery DUKWs will not be launched by ISTs and CATSKILL until called for.
- (c) Assembles LCV(P) waves of reserve battalion at Line of Departure and when ordered by proper Army authority, dispatches them to beach in accordance with prescribed time schedule.
- (d) After landing of reserve battalions and when directed by group control officer, PC 1600 and PC 1601 will be ordered by group control officer to move in to 3000 yards from beach and set up for general unloading.

C. Assistant Transport Division Control Vessels (SC 1004, SC 631 and SC 1375).

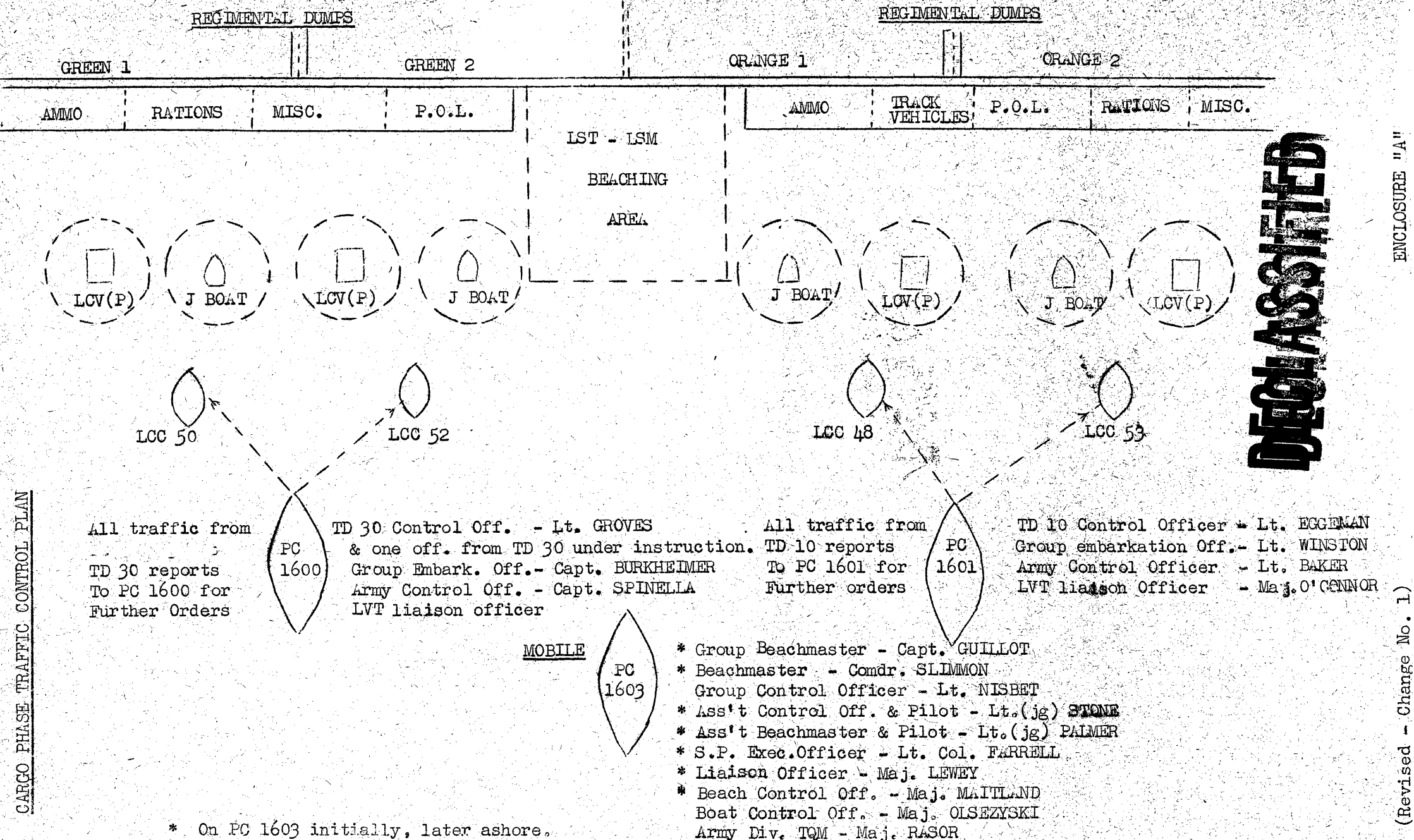
(1) Control Personnel Embarked:

Same as assault phase.

(2) Duties:

- (a) Remain on station at Line of Departure until after reserve battalions have been landed, at which time the group control officer will order SC 1004, SC 631 and SC 1375 to

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* On PC 1603 initially, later ashore.

OF6-12/APA36/A16-3
Serial No. 00013

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Commander Transport Squadron TWELVE
U.S. Pacific Fleet
c/o Fleet Post Office
San Francisco, California

29 December 1944.

From: Commander Transport Squadron TWELVE, Pacific Fleet.
To: Distribution List.
Subject: Change No. 2 to Commander Transport Squadron TWELVE (C.T.G. 79.4) Landing Attack Order No. A22-44.

1. The following are changes to ComTransRon TWELVE (C.T.G. 79.4) Landing Attack Order No. A22-44:

ANNEX "A"

Page 4a (Revised - Change No. 1) - Paragraph 3(a), Note 6 - in third line of Note 6 delete the word "be" and substitute "have them".

Page 14 Subparagraph 7(c)(8), list of cargo nets available, change CALVERT's number available from "80*" to "125"; change GEORGE F. ELLIOTT's from "30*" to "117".

Appendix 2 to ANNEX "A"

Correct Change No. 1 as follows:

The three bearings given to fix the new location of LST Area XRAY and the four to fix the new location of LST Area WILLIAM are the bearings of the geographical position (such as PORTUGUESE POINT, COMAS ISLAND, etc.) from the control point of the respective LST Area.

Appendix 1 to ANNEX "C"

On Enclosure "A" (Revised - Change No. 1) change Captain BURKHEIMER from PC 1600 to PC 1601 and Lieutenant WINSTON from PC 1601 to PC 1600.

Appendix 3 to ANNEX "D"

Page 1 Add to list of special calls in paragraph 2:

"LCV(P)s of Smoke Boat Line Cloudburst Smoke Boat Line"

ANNEX "I"

Page 4 Correct sentence added by Change No. 1 to the end of the second paragraph (tenth line from the bottom of the page under "B. INFORMATION") to read:

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- 1 -

OF6-12/APA36/A16-3
Serial No. 00013

DECLASSIFIED

Subject: Change No. 2 to Commander Transport Squadron TWELVE (C.T.G.
79.4) Landing Attack Order No. A22-44.

"Two 3 x 7 barges transported by LST 567 are operated by Army
for special ferrying purposes".

Page 5 Correct Change No. 1 (which deleted last sentence on page and
made substitution) to read:

"ASHLAND will receive five units from WAR HAWK in target area.
Barge from LST 567 will transport WAR HAWK's spares to ASHLAND,
which will deliver them to LST 267 prior to departure from area."

H. B. Knowles
H. B. KNOWLES

DISTRIBUTION:

(Same as for Landing Attack Order No. A22-44).

AUTHENTICATED:

Ed. M. Brown
Ed. M. BROWN
Flag Secretary.

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OF6-12/APA36/A16-3
Serial No. 00011

LUZON ATTACK FORCE
LINGAYEN ATTACK FORCE
ATTACK GROUP BAKER
TRANSPORT GROUP BAKER
TASK GROUP 79.4

LANDING ATTACK ORDER
ComTransRon 12 No. A22-44

U.S.S. CAMBRIA (APA36), Flagship.

12 December 1944.

TASK ORGANIZATION

79.4 Transport Group BAKER Commodore KNOWLES
CAMBRIA (Flagship)

(a) 79.4.1 Transport Division TEN (Temp) Captain HAIGHT

CLAY (F), ARTHUR MIDDLETON,
WILLIAM P. BIDDLE, BAXTER 4 APA
GEORGE F. ELLIOTT 1 AP
CATSKILL 1 LSV
CAPRICORNUS 1 AKA

(b) 79.4.2 Transport Division EIGHTEEN (Temp) Commodore KNOWLES

CAMBRIA (F), MONROVIA,
FREDERICK FUNSTON 3 APA
WAR HAWK 1 AP
ALCYONE 1 AKA

(c) 79.4.3 Transport Division THIRTY (Temp) Captain SHORT

KNOX (F), CALVERT, CUSTER 3 APA
CHARA 1 AKA
ASHLAND, LINDENWALD,
CASA GRANDE 3 LSD

(d) 79.4.4 Landing Craft Control and Beach-
master Unit Captain GUILLOT

PC 1603 (Group Control Vessel) 1 PC
PCE(R) 852, PCE(R) 853 (not
control equipped), SC 632 2 PCE(R), 1 SC

(1) GREEN Control Unit Lieut. ROGERS

PC 1600, SC 1004, SC 631* 1 PC, 2 SC
LCC 50, 52 2 LCC
LCI(G) 465, 373, 372, 451,
366, 475, 467* 7 LCI(G)
10 LCV(P) from Assault Unit
GREEN 10 LCV(P)

* Joint use GREEN Right flank
and ORANGE Left flank.

During assault only

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- (2) ORANGE Control Unit Lieut. EGGEMAN
- PC 1601, SC 631*, SC 1875 1 PC, 1 SC
LCC 48, 53 2 LCC
LCI(G) 467*, 439, 440, 461, 462, 472, 464 6 LCI(G)
8 LCV(P) from Assault Unit ORANGE 8 LCV(P)
- * Joint use GREEN Right flank
and ORANGE Left flank
During Assault only
- (e) 79.6 Tractor Group BAKER Captain SEAY
- WALTER C. WANN (DE 412)(F) 1 DE
- (1) 79.6.1 Assault Unit GREEN Lieut. Comdr. REITH
- LST 23, 127 (BLT 3/160 embarked) 5 LST
LST 267, 1013 (F) (BLT 1/160 embarked); LST 276 8 - 2 x 30 pontoon causeways
- (2) 79.6.2 Assault Unit ORANGE Lieut. Comdr. DORE
- LST 272 (F), 243 (BLT 2/185 embarked) 4 LST
LST 273, 246 (BLT 1/185 embarked) 8 - 2 x 30 pontoon causeways
- (3) 79.6.3 LST Reserve Unit Captain WATTS
- LST 1028 (F), 580, 681, 752, 925 5 LST
each with 4 pontoon barges 20 pontoon barges
LST 567, 568, 671, 610 (FF) 5 LST
- (4) 79.6.4 LSM Reserve Unit Captain BARRETT
- LSM 312 (FF), 24 (GF), 9, 14 15 LSM
26, 28
LSM 29, 30, 50, 52, 53, 65
LSM 210, 233, 259
- (5) 79.6.5 LCT Unit Lieut. McKEAN
- LCT 720 (GF), 723, 730 3 LCT in LINDENWALD
LCT 727, 728, 729 3 LCT in ASHLAND

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1. (a) This Landing Attack Order is derived from Commander LUZON Attack Force (CANF, SWPA) Operation Plan No. 17-44, from Commander LINGAYEN Attack Force (C.T.F. 79) Attack Plan No. A305-44, from Commander Attack Group BAKER, (ComPhibGrp 6) Attack Order No. A605-44, and from Commanding General FORTIETH Infantry Division Field Order No. 1.
- (b) Information of own and enemy forces is contained in the Plans and orders listed in paragraph 1(a) above.
- (c) The LINGAYEN Attack Force is commanded by Vice Admiral WILKINSON (C.T.F. 79). The LINGAYEN Attack Force is further subdivided into Attack Group ABLE commanded by Rear Admiral KILAND (C.T.G. 79.1) and Attack Group BAKER commanded by Rear Admiral ROYAL (C.T.G. 79.2). Transport Group ABLE is a part of Attack Group ABLE and will land the 37th Infantry Division, Major General BEIGHTLER, on beaches CRIMSON and YELLOW. Transport Group BAKER is part of Attack Group BAKER and will land the 40th Infantry Division, Major General BRUSH, on beaches GREEN and ORANGE. The 37th Infantry Division and the 40th Infantry Division make up the XIV Corps commanded by Major General GRISWOLD.
- (d) The following references to senior operation plans and orders are listed below to afford a ready reference during the progress of the whole MUSKETEEER, MIKE ONE operation. Inclusion of this list in no way relieves responsible group, unit, division and ship commanders of their obligation to read and become acquainted with all operation orders and plans issued by senior authority for this operation.

	<u>C.T.F. 77</u> <u>CANF, SWPA</u> <u>Operation</u> <u>Plan No. 17-44</u>	<u>C.T.F. 79</u> <u>ComTHIRDPhib-</u> <u>For Attack</u> <u>Plan No. A305-44</u>	<u>C.T.G. 79.2</u> <u>ComPhibGrp 6</u> <u>Attack Order</u> <u>No. A605-44</u>
<u>Movement Schedule</u> <u>and Diagram</u>	Annex "D"	Annex "B"	App. 2 to Annex "A"
<u>Routes - Geographic</u> <u>Points</u>	App. 2 to Annex "D"; App. 1,2,3, to Annex "Q"	App. 1 and 2 to Annex "B"	
<u>Sortie</u>			App. 1 to Annex "A"
<u>Cruising Instructions,</u> <u>Formations, etc.</u>		Annex "B"	Annex "B"
<u>Training Exercises</u>		Annex "B"	

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	<u>C.T.F. 77</u> <u>CANF, SWFA</u> Operation Plan No. 17-44	<u>C.T.F. 79</u> <u>ComTHIRDPhib-</u> <u>For Attack</u> Plan No. A305-44	<u>C.T.G. 79.2</u> <u>ComPhibGrp 6</u> Attack Order No. A605-44
Approach	App. 3, to Annex "Q"		App. 3 & 4 to Annex "A"
Entry - Target Area	App. 3 to Annex "D"		
Transport Areas	App. 4 to Annex "Q"		App. 5 to Annex "A"
Berths - Anchorages			App. 5 to Annex "A"
Retirement	Annex "K"	Annex "J"	
Smoke Plan		Annex "G"	
SOPA Instructions	Annex "H"		
Salvage Plan	Annex "M"		
Medical Plan	Annex "R" pp. 13-16	Annex "F"	Annex "F"
Communication Plan	Annex "S"	Annex "E"	Annex "E"
Areas - Operating (mined, etc.)	Annex "C" (encl. C-3), CinC SWFA Op.Inst. #79 dated 27 Nov. 1944		
Night off-shore Defense Plan	Annex "J", App. 1 to Annex "P"(PT)	Annex "I"	Annex "G"
Intelligence, POW Captured Material, etc.	Annex "C"		Annex "C"
Boat Pool Plan	Annex "N"	Annex "H"	
Hydrographic Information	App. 5 to Annex "Q"		
Heavy Weather Plan	Annex "L"		
Logistics	Annex "R"		
Gunnery and Safety Regulations		Annex "L"	

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2. This Group will:

(a) Prior to S Day

Proceed to the objective in accordance with Schedule of Assault and Re-Supply Shipping (Appendix 1 to Annex "D" to CANF, SWPA Operation Plan No. 17-44), Sortie and Cruising Instructions (Annex "B" to C.T.F. 79 Attack Plan A305-44), Cruising Instructions (Annex "B" to ComPhibGrp 6 Attack Order No. A605-44) and Movement and Approach Plan (Annex "A" to ComPhibGrp 6 Attack Order No. A605-44). Enroute perfect plans for the landing; conduct individual shipboard drills at debarkation stations, at least three to be night drills; exercise at damage control, fire drills, fire control and gunnery; overhaul, repair and ready all materiel, equipment and landing craft to be used on S - Day.

(b) On S Day

Beginning at JIG Hour land the 40th Infantry Division, Reinforced, less two BLTs of 108th Infantry Regiment and attached elements, on GREEN and ORANGE Beaches, together with its supplies and equipment; form, control and move the assault waves to the Line of Departure and thence to the landing beaches; provide beach and control parties; prepare beaches to receive supplies and equipment including the landing of pontoon causeways in selected locations; direct and control the landing of all troops and supplies following the assault waves. Provide four LCMs to assist in contemplated subsidiary landings on one hour's notice beginning at JIG plus ONE Hour. Be prepared to land two BLTs of RCT 108, plus attached elements, as Corps Reserve on any beach or beaches designated by Commander XIV Corps when directed. Make every facility on board ship available in order to provide maximum support to the landing force and ships and small craft supporting the landing. Provide and station smoke boats in accordance with Smoke Plan, Annex "G" to C.T.F. 79 Attack Plan No. A305-44, and as further amplified by Annex "F" to this Landing Attack Order.

(c) On S plus ONE Day and subsequently

At times and on ORANGE or GREEN Beach or beaches designated, land two battalions of RCT 108, plus attached elements, after they revert to 40th Division control, when directed by Commanding General 40th Infantry Division. Land Division Reserve supplies and equipment including those on LSTs and LSMs not attached to RCT 108. Upon departure of transports, Army crews will be turned

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over to 3rd and 4th Engineer Special Brigade and temporarily based on LST 267. Upon departure of parent LSTs, Construction Battalion detachments will operate under NABU 6 and continue to handle pontoon barges and causeways for subsequent echelons until no longer required. LSMs and LCTs will pass to the operational control of the Landing Craft Control Officer, SEVENTH Amphibious Force, after departure of transports.

3. (a) Transport Division TEN land embarked elements of RCT 185 on ORANGE Beaches beginning at JIG Hour plus NINE minutes; two BLTs abreast, BLT 2 on ORANGE ONE and BLT 1 on ORANGE TWO. Waves take station to seaward of the LVT waves as shown in Boat Wave and Line of Departure Diagram, Appendix 2 to Annex "B". Boat BLT-3 and have it at Line of Departure by JIG Hour plus THIRTY minutes. Boat BLT 2/108 as Division Reserve, starting at JIG Hour plus NINETY minutes; after boating retain in boat wave rendezvous area in immediate vicinity of CLAY until ordered to land the Division Reserve. Land all other embarked troops and shore parties, equipment and supplies in accordance with priorities established by CO of embarked troops and additional shore party boatings listed on page 5 of Annex "A". Provide control, communication, boat group and wave, salvage and beach party personnel and boats in accordance with Boat Assignment Tables (Appendix 1 to Annex "A"), Control Plan (Annex "B") and Beachmaster Plan (Annex "C"). Advance elements of the beach party are to be boated with the fourth wave. All above references in this paragraph are to this Landing Attack Order. As ships are unloaded they will send ship platoon troops into the beach immediately with orders to report to the shore party commander for further duty, recover own boats and anchor in assigned berths in Transport Area TWO without further orders; Transport Division flagship may remain in Transport Area THREE until directed to retire from the target area.
- (b) Transport Division EIGHTEEN land embarked elements of RCT 108 on any beach or beaches designated by XIV Corps Commander while in Corps Reserve during S Day. If landing is made over an organized beach, it is planned to use existing control, beach and shore party set-ups, but Transport Division EIGHTEEN will be prepared to set up its own control. If an assault landing is made, the control set-up will be a modification of that shown on Boat Wave and Line of Departure Diagram, Appendix 2 to Annex "B" to this Landing Attack Order, using PC 1600 and PC 1601 to mark the ends of the Line of Departure. If LCI(G)s are assigned to support such an assault, they will be disposed one hundred yards to shoreward of Line of Departure, evenly spaced across the boat lane, and will lead in

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the first wave to the beach in the same manner as shown on reference above. All APAs will land beach parties, and initial shore party will be provided by CO RCT 108, possibly amplified later by Division or Corps shore party elements and equipment. On S plus ONE Day, after reversion to Division control, land embarked elements of RCT 108 on GREEN or ORANGE Beach when and where designated by Commanding General 40th Infantry Division. Boat wave groups will be dispatched directly to designated beach in accordance with plans of RCT 108 and COs of embarked troops. Beach parties from all APAs will be boated and landed with BLT-1 and BLT-3 unless they have been ordered in prior to that time. Existing shore party set-up will be used for unloading. Unloading will start immediately after troops have been boated, using all available ship's boats, Army LCM(6)s, LCTs, LSMs and pontoon barges.

- (c) Transport Division THIRTY land embarked elements of RCT 160 on GREEN Beaches, beginning at JIG Hour plus NINE minutes; two BLTs abreast, BLT-3 on GREEN ONE and BLT-1 on GREEN TWO. Waves take station to seaward of LVT waves as shown in Boat Wave and Line of Departure Diagram, Appendix 2 to Annex "B". Boat BLT-2 and have it at Line of Departure by JIG Hour plus THIRTY minutes. Land all other embarked troops and shore parties, equipment and supplies in accordance with priorities established by CO of embarked troops and additional shore party boatings listed on page 5 of Annex "A". Provide control, communication, boat group and wave, salvage and beach party personnel and boats in accordance with Boat Assignment Tables, Appendix 1 to Annex "A", Control Plan, Annex "B", and Beachmaster Plan, Annex "C". All above references in this paragraph are to this Landing Attack Order. Advance elements of the beach party are to be boated with the fourth wave. As ships are unloaded they will send ship platoon troops into the beach immediately with orders to report to the shore party commander for further duty, recover own boats less Army LCM(6)s, and anchor in assigned berths in Transport Area TWO without further orders; Transport Division flagship may remain in Transport Area THREE until directed to retire from target area. CASA GRANDE, when signal "Form approach disposition" is executed, proceed independently and report to Commander SAN FABIAN Attack Force (C.T.F. 78) off SAN FABIAN to launch and unload LCTs. These LCTs are to return when 6th Army equipment is unloaded and report to Commander Attack Group ABLE (C.T.G. 79.1) at YELLOW and CRIMSON Beaches for further unloading duties. LINDENWALD and ASHLAND, when approach disposition is formed at Point OMAHA, proceed to berths W-10 and W-11 respectively to seaward of LST Area WILLIAM, to arrive by 0730(I) prepared to launch landing craft and vehicles.

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ASHLAND (LSD-1) is designated as Pontoon Causeway and Barge Repair Ship, and will take aboard all pontoon barge and causeway Construction Battalion personnel prior departure LSTs from LINGAYEN.

- (d) Landing Craft Control and Beachmaster Unit, when released from escort assignment in vicinity of Point PADUCAH, will proceed and establish Line of Departure, station control vessels, form and assemble LVT assault waves, assume control of all assault waves as they approach the Line of Departure, dispatch all assault waves from Line of Departure in accordance with Control Plan, Annex "B", and Time Table Schedule, page 5 of Annex "A" to this Landing Attack Order. Commander Landing Craft Control and Beachmaster Unit report to Commander Transport Group BAKER when control vessels are on station and Line of Departure is set up. On S minus ONE Day buoys will be planted marking the outboard ends of the Line of Departure and also the outer limits of the boat lanes about 2,000 yards from the beach. Too much dependence will not be placed upon these buoys because they may be out of position on S - Day. Transport Division control officers will inform Commander Transport Group BAKER when each wave has been dispatched. Boat group commanders in LCCs will report landing times for each wave to their respective Transport Division control officers and how close LCMs and LCV(P)s of assault waves are able to get to the beach on right, left and center of each battalion beach. This information will be relayed at once to Commander Transport Group BAKER. The Line of Departure will be dissolved at JIG Hour plus SIXTY minutes, unless in process of landing the Regimental reserve battalions, in which case it will be dissolved immediately after. When dissolved, set up traffic control and cargo rendezvous areas and operate thereafter in accordance with the Beachmaster Plan, Annex "C" to this Landing Attack Order. Use control vessel tenders, extra officers available, and Army J-boats to the maximum in controlling assault and reserve troop waves and in traffic control. When control vessels take up stations on Line of Departure, PCE(R) 852 and PCE(R) 853 take stations initially in accordance with sheet 2 of Appendix 5 to Annex "A" to ComPhibGrp 6 Attack Order No. A605-44. Control vessels stationed on the Line of Departure are to be in position by 0715(I).
- (e) Tractor Group BAKER will come under the operational control of Commander Transport Group BAKER immediately after arrival in LST Areas assigned in ComPhibGrp 6 Attack Order No. A605-44. Anchorage assignments are given in Appendices 3 and 5 to Annex "A" to the above Attack Order. Commander Tractor Group BAKER report to Commander Transport Group BAKER at earliest possible date; preferably prior to arrival in LST Areas, names of experienced LST

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Commanders who will be in charge of LST beaching and unloading operations in areas outside of established landing beaches. One LCI (S&FF) will report to Commander Tractor Group BAKER in vicinity LST Area WILLIAM at 0730(I) to assist in handling and beaching causeways. Pontoon barge and causeway Construction Battalion personnel will be transferred to Pontoon Causeway and Barge Ship (ASHLAND) when directed by Commander Transport Group BAKER prior to departure from LINGAYEN of LSTs to which originally assigned. Tractor group and assault unit commanders, and all officers and men on LSTs carrying pontoon barges and causeways will familiarize themselves immediately with methods of handling poontoon barges and causeways and equipment used.

- (1) Assault Unit GREEN, immediately upon arrival in LST Area WILLIAM about 0730(I), S - Day make all preparations for launching LVTs of the assault waves, artillery DUKWs and supply LVTs, and pontoon causeways. Commander Assault Unit GREEN report directly to Commander Transport Group BAKER when ready to launch assault LVTs. Assault LVTs will be launched upon receipt of order "Land the Landing Force"; other LVTs and DUKWs not until JIG Hour plus TEN minutes. Render every possible assistance in forming up and sending assault LVT waves to Line of Departure. As soon as assault LVTs are launched and clear of the ship, start launching pontoon causeways and preparing them for beaching. As soon as any one causeway (two sections) is ready for beaching, report this fact together with LST number to Commander Tractor Group BAKER who in turn will notify Commander Transport Group BAKER. One LCV(P) from APAs will report to each LST carrying causeways by JIG Hour minus THIRTY minutes to assist in handling causeways until own LCV(P)s return from assault waves; this LCV(P) must be returned to parent APA immediately upon arrival of first LCV(P) belonging to each LST. Pontoon causeways will be beached in accordance with the Pontoon Causeway and Barge Plan, Annex "I", modified as found necessary when actual beach conditions become known. After beaching causeways LSTs will start unloading at once over the causeway each one beaches unless otherwise directed. When unloaded, LSTs will proceed to anchorages in LST Area XRAY assigned in paragraph 2(a) of Appendix 3 to Annex "A" to ComPhibGrp 6 Attack Order No. A605-44, hoist aboard own LCV(P)s and await further orders.

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- (2) Assault Unit ORANGE, immediately upon arrival in LST Area WILLIAM about 0730(I), S - Day, make all preparations for launching LVTs of the assault waves, artillery DUKWs and supply LVTs, and pontoon causeways. Commander Assault Unit ORANGE report directly to Commander Transport Group BAKER when ready to launch assault LVTs. Assault LVTs will be launched upon receipt of order "Land the Landing Force"; other LVTs and DUKWs not until JIG Hour plus TEN minutes. Render every possible assistance in forming up and sending assault LVT waves to Line of Departure. As soon as assault LVTs are launched and clear of the ship, start launching pontoon causeways and preparing them for beaching. As soon as any one causeway (two sections) is ready for beaching, report this fact together with LST number to Commander Tractor Group BAKER who in turn will notify Commander Transport Group BAKER. One LCV(P) from APAs will report to each LST carrying causeways by JIG Hour minus THIRTY minutes to assist in handling causeways until own LCV(P)s return from assault waves; this LCV(P) must be returned to parent APA immediately upon arrival of first LCV(P) belonging to each LST. Pontoon causeways will be beached in accordance with the Pontoon Causeway and Barge Plan, Annex "I", modified as found necessary when actual beach conditions become known. After beaching causeways LSTs will start unloading at once over the causeway each one beaches unless otherwise directed. When unloaded, LSTs will proceed to anchorages in LST Area XRAY assigned in paragraph 2(a) of Appendix 3 of Annex "A" to ComPhib-Grp 6 Attack Order No. A605-44, hoist aboard own LCV(P)s and await further orders.
- (3) LST Reserve Unit, after arrival in LST Area XRAY about 0730(I), S - Day, will start launching pontoon barges at once without further orders. Extreme care will be exercised enroute and while launching to insure that barges are not damaged, and that launching gear is adequate and in good operating condition. Insofar as practicable, taking into consideration possible launching casualties, the ten outboard and ten inboard pontoon barges will be allocated equally by types to Attack Groups ABLE and BAKER. Commander LST Reserve Unit will supervise launching of pontoon barges, make allocation of those that are operable, and conduct them equally to Commander Transport Group BAKER in CAMBRIA (Berth 21 if in Transport Area TWO and Berth 4 if in Transport Area THREE) and to Commander Attack Group ABLE in MT. MCKINLEY near Transport Area off CRIMSON and YELLOW Beaches. As each barge becomes operable after launching, it and its crew will be allocated to assist in

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unloading operations; crews will be subsisted by ships which they are serving. Four LCV(P)s may be reserved for delivery purposes; the remainder of the LCV(P)s of the LST Reserve Unit will report to Commander Transport Group BAKER immediately after landing unloading details (paragraph 3(c) in Annex "A" to this Landing Attack Order) and will be used in unloading transports. LST Reserve Units will be unloaded S plus ONE day, except that, if RCT 108 is ordered in as Corps Reserve on S - Day, LSTs 1028, 935 and 681 carrying elements of 164th Field Artillery Battalion may be ordered to land embarked troops, equipment and supplies on any beach designated by XIV Corps Commander. When unloaded, LSTs of this unit will ordinarily return to berths previously occupied unless otherwise directed. See Pontoon Causeway and Barge Plan, Annex "I" to this Landing Attack Order.

- (4) LSM Reserve Unit initially will take anchorages in LST Area XRAY assigned in paragraph 1 (d) of Appendix 3 to Annex "A" of ComPhibGrp 6 Attack Order No. A605-44 by 0730 (I), S - Day. When directed by Commander Transport Group BAKER, about JIG Hour minus FIFTEEN minutes, proceed to and anchor in berths assigned in LST Area VICTOR by paragraph 2 (d) of above reference. Landing and unloading priorities are as assigned on page 8 of Annex "A" to this Landing Attack Order. LSMs 312 and 259 will undoubtedly beach quite early; others may have to wait until pontoon causeways are in position. Trim ships with as little drag by the stern as possible prior to beaching if this can be done. As LSMs are unloaded they will report to Commander Transport Group BAKER in CAMBRIA for transport unloading assignments. Upon departure of assault shipping, LSMs remaining in LINGAYEN GULF will be under the operational control of the Landing Craft Control Officer of the SEVENTH Amphibious Force.
- (5) LCT Unit, after launching from LSDs, will proceed promptly and take stations in their respective seventh waves as shown on Boat Wave and Line of Departure Diagram, Appendix 2 to Annex "B" to this Landing Attack Order. Due to cut-up terrain at Beach ORANGE TWO, LCTs from LINDENWALD will land on Beach ORANGE ONE after regular seventh wave on Beach ORANGE ONE has landed, by special request of the Army Shore Party Commander. Do not interfere with boats of that assault wave, but get in to the beach as soon as possible. When unloaded, LCTs will retract and report promptly to Commander Transport Group BAKER in CAMBRIA for further duty in unloading transports; after each subsequent unloading, report to CAMBRIA for further instructions unless otherwise directed by Commander Transport Group BAKER. It may be necessary to employ two LCTs to assist in unloading

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LSMs if no suitable beaching positions can be found prior to putting causeways into commission. Upon departure of assault shipping, all LCTs shall report promptly to Landing Craft Control Officer, SEVENTH Amphibious Force.

- (x) (1) This Landing Attack Order is effective for planning purposes upon receipt and for operation upon arrival in the transport area on S - Day.
- (2) S - Day is the day of the initial landings at LINGAYEN GULF, LUZON ISLAND, and is tentatively set as 9 January 1945. JIG Hour is the hour of landing of LINGAYEN Attack Force, and is tentatively set as NINE hours THIRTY minutes ZONE minus NINE (ITEM) time.
- (3) Paragraphs 3(x)(3) to (15), inclusive, of ComPhibGrp 6 Attack Order No. A605-44 are particularly applicable to Transport Group BAKER.
- (4) Enroute to target area repair and ready all materiel, equipment and landing craft which will be used on S - Day. Embarked Army LCM(6) crews and service details will be treated in all respects as is they were Navy while attached to transports. Check and compensate all boat compasses and instruct all boat coxswains how to use them in order to make unloading and return trips quickly in smoke screens day and night.
- (5) Prior to arrival in transport area, have all possible boats off hatches and held at the rail; remove all hatch covers possible and have all gear ready for running.
- (6) Provide and station smoke boats in accordance with Smoke Plan, Annex "G" to C.T.F. 79 Attack Plan A305-44 and as further implemented by Annex "F" to this Landing Attack Order.
- (7) See Boat Pool Plan, Annex "H" to this Landing Attack Order, for disposition of Army LCM(6)s upon departure of individual transports from LINGAYEN Area.
- (8) Conduct salvage operations for all landing craft including DUKWs and LVTs.
- (9) The transport group is responsible for the repair and maintenance of its own landing craft including Army LCM(6)s. ASHLAND and LINDENWALD will assist in repairing Army LCM(6)s

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while in transport area. It is expected LINDENWALD will leave S - Day and ASHLAND will be concerned primarily with repairing pontoon barges and causeways.

- (10) During air raid alerts unloading activities afloat and ashore will continue at maximum possible rate until such time as transports or beaches are directly attacked; after such a direct attack, do not wait for the "all clear" signal, but resume unloading operations as soon as it is visually evident that no more attacking planes are in the immediate vicinity. Unloading must and shall be expedited.
- (11) Expedite preparation and forwarding of action reports through prescribed channels. Division Commanders submit composite report as prescribed by ALNAV 215 via chain of operational command, forwarding advance copies required by current directives.
4. (a) Logistics in accordance with paragraph 4 of ComPhibGrp 6 Attack Order No. A605-44.
- (b) MONROVIA, CALVERT, W. P. BIDDLE and FREDERICK FUNSTON are designated to fuel screening vessels at sea initially, and will be prepared to fuel on short notice. ALCYONE is designated as diesel fueling ship.
- (c) During S - Day Transport Division EIGHTEEN will assume small craft fueling and provisioning assignments.
5. (a) Communications in accordance with USF 70A, CANF, SWPA Communication Plan No. 5-44; Annex "E" to C.T.F. 79 Attack Plan No. A305-44; Annex "E" to ComPhibGrp 6 Attack Order No. A605-44, and Annex "D" to this Landing Attack Order.
- (b) Use Zone ZEBRA time in date/time group of all dispatches. Local time in area West of 150° East Longitude and North of 7° South Latitude is Zone ITEM (minus NINE) time. Local time in body of any dispatch must be followed by Zone time designation.
- (c) Command relationships are shown in CANF, SWPA Operation Plan No. 17-44.
- (d) Commander Attack Group BAKER (C.T.G. 79.2) in ROCKY MOUNT.
Commander Transport Group BAKER (C.T.G. 79.1) in CAMPBELL

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H. B. KNOWLES
Commodore, U. S. Navy
Commander Transport Group BAKER.

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ANNEXES:

A. Ship-to-Shore Movement

- Appendix 1 Boat Availability and Assignment Tables
- Appendix 2 Landing Beach and Transport Area Diagram
- Appendix 3 Bowser Boat Plan
- Appendix 4 Routine Reports Required

B. Control Plan

- Appendix 1 LVT Wave Formation Diagrams
- Appendix 2 Boat Wave and Line of Departure Diagram
- Appendix 3 Intership Transfer of Control Personnel

C. Beachmaster Plan

- Appendix 1 Special Instructions for Control Officers, Boat Officers and Boat Crews

D. Communication Plan

- Appendix 1 Radio Frequency Guards
- Appendix 2 Frequency Settings for SCR Equipment
- Appendix 3 Voice Calls
- Appendix 4 Identification Flags and Lights in Transport Area
- Appendix 5 Special Signals

E. Intelligence

- Appendix 1 Intelligence for Ship-to-Shore Movement

F. Smoke Plan

G. Medical Plan

H. Boat Pool Plan

I. Pontoon Causeway and Barge Plan

- Appendix 1 Pontoon Causeway Positions (Tentative)

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DISTRIBUTION:

CominCh (Airmail)	8	LINDENWALD	3
CinCPac (Airmail)	10	CASA GRANDE	3
CinCSowesPac	5	ComDesRon 22	1
ComPhibsPac	5	ComDesRon 49	1
ComAdComPhibsPac	2	ComDesDiv 10	2
ComServPac	1	SMITH	1
JICPOA	1	MAHAN	1
ComFwdAreaCenPac	1	REID	1
ComTHIRDFleet	5	CONYNGHAM	1
ComTHIRDPhibFor	10	EATON	1
ComGenTHIRDPhibCorps	1	SIGOURNEY	1
ComSEVENTHFleet	15	RENSHAW	1
ComSEVENTHPhibFor	2	RICHARD W. SUESENS	1
ComPhibGrpSEVEN	1	OBERRENDER	1
ComPhibGrpSIX	10	WALTER C. WANN	1
SCOFA	1	UDT 5 (HUMPHREYS)	1
ComSerontEN	1	UDT 8 (GEORGE E. BADGER)	1
ComSerontENRep (MANUS)	1	UDT 9 (BELKNAP)	1
ComGenSIXTH Army	1	UDT 10 (RATHBURNE)	1
ComGenXIVCorps	1	PC 1603	1
ComGen40thInfDiv	10	PC 1600	1
ComGen37thInfDiv	1	PC 1601	1
ComTransRonTHIRTEEN	1	SC 631	1
ROCKY MOUNT	2	SC 1004	1
ComTransDiv 10 (Temp.)	5	SC 1375	1
CLAY	3	PCE(R) 852	1
ARTHUR MIDDLETON	3	PCE(R) 853	1
BAXTER	3	ComLSTFlot 14	3
WILLIAM P. BIDDLE	3	ComLSTGrp 8	2
GEORGE F. ELLIOTT	3	ComLSTGrp 17	3
CAPRICORNUS	3	ComLSTDiv 74	2
CATSKILL	3	ComLSMFlot 3	3
CAMBRIA	3	ComLSMFlot 5	3
MONROVIA	3	ComLSMGrp 8	2
FREDERICK FUNSTON	3	ComLCTGrp 64	2
WAR HAWK	3	ComLCIFlot 14	3
ALCYONE	3	ComLCIGrp 17	2
ComTransDiv 30 (Temp.)	5	LST 1013	1
KNOX	3	LST 23	1
CALVERT	3	LST 127	1
CUSTER	3	LST 267	1
CHARA	3	LST 276	1
ASHLAND	3	LST 272	1
		LST 243	1

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LANDING ATTACK ORDER
ComTransRon 12 No. A22-44

LST 246	1	LCI(M) 660	1
LST 273	1	LCI(M) 754	1
LST 610	1	LCI(M) 755	1
LST 1028	1	LCI(G) 974	1
LST 580	1	LCI(G) 366	1
LST 681	1	LCI(G) 372	1
LST 752	1	LCI(G) 373	1
LST 925	1	LCI(G) 439	1
LST 567	1	LCI(G) 440	1
LST 568	1	LCI(G) 451	1
LST 671	1	LCI(G) 461	1
LST 312	1	LCI(G) 462	1
LSM 24	1	LCI(G) 464	1
LSM 9	1	LCI(G) 465	1
LSM 14	1	LCI(G) 467	1
LSM 26	1	LCI(G) 472	1
LSM 28	1	LCI(G) 475	1
LSM 29	1	LCI(L) 738	1
LSM 30	1	LCI(L) 598	1
LSM 50	1		
LSM 52	1		
LSM 53	1		
LSM 65	1		
LSM 210	1		
LSM 233	1		
LSM 259	1		
LCT 720	1		
LCT 723	1		
LCT 730	1		
LCT 727	1		
LCT 728	1		
LCT 729	1		
LCI Div 82	2		
LCI(M) 658	1		
LCI(M) 659	1		

<u>DELAYED DISTRIBUTION:</u>	
CNO	5
MarCorps	1
Navy War College	1
MarPac	1
Army Navy Staff College	1
Army Command and General Staff School	1
ComPhibsTraPac	2
ComPhibsTraLant	2
MarCorps School, Quantico	3

AUTHENTICATED:

Ed M. Brown

Ed. M. BROWN
Flag Secretary.

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SHIP-TO-SHORE MOVEMENT

1. (a) The ship-to-shore movement for this operation will consist of three phases: --
 - Phase 1 - Landing the Assault Troops
 - Phase 2 - Landing the Reserve Battalions
 - Phase 3 - General Unloading
 - Phases 2 and 3 may become coincident
- (b) Insofar as possible, information concerning the ship-to-shore movement has been tabulated in this annex and its appendices. Any mistakes noted must be communicated to Commander Transport Group BAKER at once so that necessary corrections can be issued.
- (c) Pertinent pages from this annex may be removed as desired and posted for reference to facilitate the ship-to-shore movement.
- (d) Troops of the 40th Infantry Division (Reinforced), U.S. Army are embarked and will be landed in accordance with the tables in this annex.
- (e) CAMBRIA, with Transport Division TEN and Transport Division THIRTY, will move into Transport Area THREE as early as conditions warrant after JIG Hour. Transport Division EIGHTEEN, less CAMBRIA, will remain in Transport Area TWO until unloaded ships retire, and await orders for possible movement elsewhere; it will move into Transport Area THREE when directed prior to sunset S - Day unless employed elsewhere.

BERTH ASSIGNMENTS - TRANSPORT AREA THREE

A. MIDDLETON - No. 1	BAXTER - No. 7	CATSKILL - 13
CLAY - 2	W.P. BIDDLE - 8	G.F. ELLIOTT - 14
ALCYONE - 3	WAR HAWK - 9	CAPRICORNUS - 15
CAMBRIA - 4	MONROVIA - 10	F. FUNSTON - 16
KNOX - 5	CUSTER - 11	LINDENWALD - 17
CALVERT - 6	CHARA - 12	ASHLAND - 18

Unloaded ships of Transport Divisions TEN and THIRTY will send ship unloading details ashore immediately upon completion of unloading, recover own boats, less Arm. Tow(6)s, and return to assigned anchorages in Transport Area TWO.

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SHIP-TO-SHORE MOVEMENT

2. ORDERS FOR SHIP-TO-SHORE TROOP MOVEMENTS.

- (a) The only order necessary for starting the boating, launching and forming of assault waves, reserve battalions and other scheduled troop movements during the assault phase is receipt of the order "Land the Landing Force". This order will be given by C.T.G. 79.2 and will be repeated by Commander Transport Group BAKER to all units concerned.
- (b) Troops on transports and LSTs held in the "on-call" status will be landed when directed by the Commanding General, 40th Infantry Division (Reinforced), or by Regimental Landing Team Commanders as appropriate. XIVth Corps Troops will be landed when directed by appropriate Army Commander. NOTE: Control of RCT 108 reverts to division on S plus ONE Day.
 - (1) In the case of troops, including serials, ordered landed by the Commanding General or the XIVth Corps, Commander Transport Group BAKER will be informed of the troops involved, when they are to be boated (or sent in), what beach or beaches they are to land on, and other necessary details or information. Commander Transport Group BAKER will then issue necessary orders to individual ships or to Transport Division Commanders as appropriate stating that the Commanding General or XIV Corps concurs. Commanders so addressed will immediately notify Commanding Officers of troops concerned, or senior troop commander still aboard, and both the Naval Commander and the Troop Commander SHALL consider this an order for both to start necessary immediate action and carry it through to its ultimate conclusion, i.e., landing designated troops, equipment, etc., on designated beach or beaches. The Commanding General or Corps Commander or his representative will send a similar order direct to his responsible Troop Commander over his own communication net stating that Commander Transport Group BAKER concurs, and the Troop Commander involved is under obligation to notify the Naval Commander. Again both the Naval and Troop Commander will accept this as full authority for both to proceed in the execution of the orders.
- (c) Commander Transport Group BAKER will notify the appropriate control vessel when such movements are about to take place and the naval control officer will in turn notify the Army logistical and tactical officers embarked on the control vessel. Both the Naval control officer and the Army logistical and tactical officers will consider this as full authority to dispatch and land the troops involved when and where directed. Similarly if the Army logistical and tactical officers embarked on the control vessel get such orders from the Commanding General, the Navy and the Army officers concerned will

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SHIP-TO-SHORE MOVEMENT

act on such orders. IT MUST BE THOROUGHLY UNDERSTOOD THAT COMMANDER TRANSPORT GROUP BAKER will issue only such ORDERS REGARDING TROOP MOVEMENTS as have the COMPLETE CONCURRENCE of the COMMANDING GENERAL or HIGHER AUTHORITY.

- (d) A combat Team Commander will order in troops other than initial assault troops of his command as follows:
- (1) Reserve Bn. By notifying the naval control officer on the control vessel to send it in, giving the beach on which to land.
 - (2) "On Call" troops (serials) still in transports. By radio or voice dispatch to the Army logistical or tactical officer on the control vessel, who in turn will order troop transport quartermaster in the ship concerned, and will further notify the Naval control officer of the ordered troop movement. The Naval control officer will send a dispatch to the ship concerned. Troop quartermaster and ship concerned will immediately act on the first dispatch received, whether through Army or Navy channels.

NOTE: This system has worked very well in combat. It provides for the contingency of one circuit not being able to get through, and insures action by all hands concerned on the receipt of either the Army or the Navy order. Serial designations may not be used by the 40th Infantry Division.

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ANNEX "A"

SHIP-TO-SHORE MOVEMENT

3. (a) LANDING ASSAULT TROOPS - PHASE 1

Embarked in Ship	Land on Beach	Via	Starting at	Remarks
LST 23, 127 CUSTER	RCT 160 - TransDiv 30 BLT-3		JIG Hour	Waves 1-2 from LSTs. No Wave 3 on GREEN ONE. Wave 3; GREEN TWO, from ASHLAND. Wave 3; ORANGE ONE, from LSTs. Wave 3; ORANGE TWO, from LSTs and LINDENWALD.
	GREEN 1 GREEN 1	LVT LCV(P)/LCM		
LST 1013, 276 ASHLAND CALVERT	BLT-1		JIG Hour	NOTE: LSDs supply AmphibTanks. A total of 7 LVTs (free boats marked with "O") will follow with and after wave 3. Of these, 6 are maintenance LVTs. Waves 4-6 are from APAs. Wave 7; GREEN ONE, from CUSTER. Wave 7; GREEN TWO, is LCT 727, 728, 729 from ASHLAND with Division Shore Party and equipment.
	GREEN 2 GREEN 2 GREEN 2	LVT LCV(P)/LCM LCV(P)/LCM		
LST 272, 243 A. MIDDLETON	RCT 185 - TransDiv 10 BLT-2		JIG Hour	Wave 7; ORANGE ONE, from MIDDLETON. Wave 7; ORANGE TWO, is LCT 720 (F), 723, 730 from LINDENWALD with Division Shore Party and equipment.
	ORANGE 1 ORANGE 1	LVT LCV(P)/LCM		
LST 273, 246 LINDENWALD W.P. BIDDLE	BLT-1		JIG Hour	
	ORANGE 2 ORANGE 2 ORANGE 2	LVT LCV(P)/LCM LCV(P)/LCM		

- NOTES:
1. LSTs start launching LVTs by JIG minus SEVENTY-FIVE minutes on receipt of order "Land the Landing Force".
 2. LSDs start launching LVT(A)(1)s upon arrival LSD berth W-10 and W-11 and prior to flooding down to launch LCTs. Keep LVT(A)(1)s near by until LSTs start launching LVTs; then send them forward to join appropriate 3rd wave. LINDENWALD retain extra LVTs alongside until JIG Hour; then send to Line of Departure to join 8th wave.
 3. Dispatch of assault troops will not be held up if LVT(A)(1)s from LSDs are not on station on time; should this happen, control officers send them in at earliest opportunity, following after any LCV(P) wave convenient.
 4. Division artillery DUKWs and priority supply LVTs will be launched from LSTs after 7th wave is at Line of Departure, will not be allowed to become a part of, or interfere in any way with the assault waves; and will be lead to Line of Departure by returning wave guide boats, or control vessel tenders, after 7th wave has arrived at Line of Departure.
 5. APAs will start boating assault troops immediately upon arrival in Transport Area TWO.
 6. All APAs supplying initial beach and shore parties, and Army shore party elements in ELLIOTT, CLAY, WAR HAWK, MIDDLETON, CHARA, and LST Reserve Unit, must be at Line of Departure by JIG plus FIFTEEN minutes. Control Officers send these in immediately after 7th wave is dispatched.
 7. See Control Plan, and its Appendixes 1 and 2 for details of forming up waves by type or control.
 8. See page 5 herein for schedule for all assault waves.

SHIP-TO-SHORE MOVEMENT

(b) TIME TABLES - Schedule for all Assault Waves:

Wave No.	Leave Line of Departure at	Land on Beach at
1 (LVT)	JIG Hr. minus THIRTY minutes	JIG Hour.
2 (LVT)	JIG Hr. minus TWENTY-SEVEN min.	JIG Hr. plus THREE min.
3 (LVT)	JIG Hr. minus TWENTY-FOUR min.	JIG Hr. plus SIX min.
4 (LCV(P))	JIG Hr. minus SIX min.	JIG Hr. plus NINE min.
5 (LCV(P))	JIG Hr. plus FOUR min.	JIG Hr. plus NINETEEN min.
6 (LCV(P))	JIG Hr. plus NINE min.	JIG Hr. plus TWENTY-FOUR min.
7 (LCV(P))	JIG Hr. plus FOURTEEN min.	JIG Hr. plus TWENTY-NINE min.

8 Miscellaneous. Composed of LVTs, DUKWs and landing craft with priority cargo and beach and shore party elements; will be sent in immediately following the 7th wave, or as soon thereafter as they arrive at the Line of Departure. Twelve DUKWs from CATSKILL, flying RED distinguishing flags will be part of the 8th wave. Artillery DUKWs will appear at the Line of Departure about the same time; these will have no distinguishing flags and will be held at Line of Departure until directed to land by appropriate CO, RCT.

(c) ADDITIONAL BOATINGS FOR 8th WAVE

From Ship	Off.	Enl.	Unit	LCV (P)s Needed	Remarks
ELLIOTT	4	35	3118 Serv. Co	10	Land on GREEN Beach and report to Army Shore Party Commander for allocation.
	4	94	218 Port. Co		
	5	161	55 Ord.		
MIDDLETON	9	200	CO. "C" 594 EB&SR	7	
LSTs: 1028, 925	-	45 Each	108 Inf. Un- loading de- tails	2 Each	LSTs use own boats.
CLAY	3	70	245 Port Co.	2	
WAR HAWK	4	124	3667 QM.Trk.Co.	4	Land on ORANGE Beach and report to Army Shore Party Commander for allocation.
CHARA	3	5	1998 QM.Trk.Co.	2	
	4	53	740 Ord.		
LSTs 681- 752; 580; 671, 567, 568.	-	45 Each	108 Inf. Un- loading de- tails.	2 Each	LSTs use own boats.

- NOTES: (1) LSTs provide officer to lead boats to proper beach.
 (2) LST labor details will be used S - Day to augment shore party labor details on allocated beaches. Labor details will be provided as each LST is unloaded on S plus ONE Day.

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ANNEX "A"

DECLASSIFIED(d) VOICE CALLS OF IMMEDIATE IMPORTANCE

ComAttack Group BAKER in ROCKY MOUNT (C.T.G. 79.2)	- WHITE SOX
ComTransGroup BAKER in CAMBRIA (C.T.G. 79.4)	- THIRSTY
ComTransDiv TEN in CLAY	- EQUATOR Ø
ComTransDiv EIGHTEEN in CAMBRIA	- EQUATOR 8
ComTransDiv THIRTY in KNOX	- LIBERTY Ø
ComLanding Craft Control Unit in PC 1603	- ASIA BAKER
TransDiv TEN Control Officer in PC 1601	- ORANGE BLITZ
TransDiv THIRTY Control Officer in PC 1600	- GREEN BLITZ
TransGroup BAKER Beachmaster in PC 1603	- CASEY BAKER
TransDiv TEN Beachmaster in PC 1601	- JIGGS 1Ø
TransDiv THIRTY Beachmaster in PC 1600	- JIGGS 3Ø
Shore Party Commander	- BICYCLE PETER
	or BICYCLE PETER 1
Army Cargo Control Officer (TQM) in PC 1603	- BICYCLE PETER 3

(e) See Control Plan Annex "B" and its Appendices 1 and 2; and Appendices 1, 2, 3 of Annex "A" to this Landing Attack Order for data on boat assignments, special details, formation of assault waves and control set-up.

(f) It is extremely important to find out as soon as possible how close landing craft can get to the shore line before progress is stopped. LCCs and boat wave officers can supply fairly reliable information during the landing of the assault waves if they will observe where boat progress stops all along the beach front. LCCs and boat wave officers will make such reports to their respective Transport Division control vessels for the right, center and left flank of each battalion beach, giving type of boat beaching, position (right, center, or left of color and number beach), type of bottom (smooth, rough, flat, sand, mud). If boats are able to get conspicuously closer in some areas, this fact should be reported. This information will be relayed by Transport Division control officers to Commander Transport Group BAKER, information own Transport Division Commanders, as soon as it starts coming in. It may possibly be quite useful.

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ANNEX "A"

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SHIP-TO-SHORE MOVEMENT

4. LANDING RESERVE BATTALIONS - PHASE 2

Embarked in ship	Land on Beach	Via	Line of Departure	Remarks
KNOX	RCT 160 - TransDiv 30			
	GREEN 1-2	BLT-2 LCV(P)/LCM	J plus 30 min.	Lands on order of CO, RCT 160, on beach he designates.
BAXTER	RCT 185 - TransDiv 10			
	ORANGE 1-2	BLT-3 LCV(P)/LCM	J plus 30 min.	Lands on order of CO, RCT 185, on beach he designates.
ELLIOTT CATSKILL	GREEN or ORANGE	BLT-2/108 DIVISION RESERVE LCV(P)/LCM	On Div.Order	Lands on order of Division Commander 40th Infantry Division, on beach or beaches designated by him.

- NOTES: (1) Regimental Reserve Battalions will be boated at same time as Assault Battalions. Enroute to Line of Departure they must not interfere with assault waves, or become involved with beach and shore party elements from APAs and LST Reserve Unit.
- (2) Dispatch waves from ship and from Line of Departure at five (5) minute intervals unless otherwise desired by CO RCT. This applies to Division Reserve Battalion also except that Line of Departure may be dissolved by time this battalion is ordered in.
- (3) Division Reserve Battalion will start boating at JIG plus 90 minutes. Transport Division 18 will supply ELLIOTT with boats, boat wave officers and boat group commanders as provided in Boat Assignment Tables, Appendix 1 to this Annex. When boated and ready to land, notify Commander Transport Group BAKER, who will notify control vessel. Do not send this battalion to Line of Departure until ordered to do so, either direct through Army circuits or through C.T.G. 79.4.
- (4) Beginning at JIG Hour plus SIXTY minutes Commander Transport Group BAKER will be prepared to furnish 4 LCMs on one (1) hour's notice to assist in effecting subsidiary landings contemplated in 40th Inf. Div. scheme of maneuver. When directed all ships will report immediately all empty LCM(6)s alongside and all LCM(6)s loading which can be unloaded inside THIRTY minutes, make this report over Transport Group BAKER Command circuit. Similarly Transport Division beachmasters will report number of LCM(6)s unloading on their beaches which can be unloaded and ready to report for this duty inside THIRTY minutes.

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ANNEX "A"

SHIP-TO-SHORE MOVEMENT

5. LANDING OF TANKS, TANK DESTROYERS, etc., IN LSMS - PHASE 2.

Landing Priority	LSM No.	Embarked Unit	Landing Point	Expected Draft #	
				Bow	Stern
		RCT 160	On Call by CO RCT		
1	24	1st & 3rd Plts. Cn. Co. 160th Inf.	Center Beach GREEN	No data	
2	28	1st Plt. Co. "C", 640th TD Bn	Beach GREEN 2	5'-0"	7'-6"
3	30	3rd Plt. Co. "C", 640th TD Bn	Beach GREEN 1	4'-7"	7'-0"
4	29	2nd Plt. Co. "C", 640th TD Bn	Center Beach GREEN send in as early as possible	5'-6"	7'-0"
		RCT 185	On Call by CO RCT		
1	312	2nd Plt. Co. "B", 754th Tk Bn*	On ORANGE Beaches	5'-0"	8'-0"
2	259	1st Plt. Co. "B", 754th Tk Bn*		5'-0"	7'-0"
3	233	Cn. Co. (less 3rd Plt.)	Beach numbers to be desig- nated.	5'-6"	6'-0"
4	52	1st Plt. Co. "A", 640th TD Bn		5'-0"	7'-0"
5	210	3rd Plt. Co. "B", 754th Tk Bn		4'-8"	8'-8"
6	65	Co. "B" 754th Tk Bn	LSMs land on order at JIG	4'-6"	6'-9"
7	53	2nd Plt. Co. "A", 640th TD Bn	plus 120 if not called for prior that time	4'-0"	7'-0"
8	50	3rd Plt. Co. "A", 640th TD Bn		No	Data
	*	Deep water proofed.			
	#	Draft may be reduced 6" fore and aft enroute to objective.			

- NOTES:
- (1) Vehicles, except those with units marked *, are waterproofed only to 42 inch depth of submersion.
 - (2) LSMS, except those carrying units marked *, will be landed in selected spots after survey of bottom off beaches. If no spot can be found where 42" submergence will not be exceeded, decision will be made as to whether or not to land them through the water or wait for pontoon causeways to be placed. Group beachmaster will advise C.T.G. 79.4 in this matter.
 - (3) It may be necessary to use LCTs to assist in unloading LSMS if they are to be unloaded before causeways are in place. Such use will result in reducing number of LCTs available to unload transports and will not be resorted to unless there is no other way to get embarked vehicles ashore without drowning them out.
 - (4) It is expected that medium tanks in LSM 210 will be deep water proofed at an early date.

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SHIP-TO-SHORE MOVEMENT

6(a) LANDING OF CORPS RESERVE - PHASE 2 - S or S plus ONE DAY

Embarked in ship	Land on beaches		Via	Remarks
	S - Day :	S plus 1 Day		
F. FUNSTON MONROVIA	RCT 108 - TransDiv 18 BLT-3		LCV(P)/LCM	RCT 108, [less 2nd Bn. (less AT Plat)], is prepared to land on any XIV Corps beach, or to make an assault landing on any designated beach, upon order of XIV Corps Comdr. during S - Day. On S plus ONE Day, RCT 108 reverts to 40th Div. Control. <u>All ships</u> of TD 18 will boat and land embarked troops and supplies in accordance with plans of CO RCT 108, and their respective troop commanders.
	Anywhere as BLT-1 or directed by XIV Corps Comdrs.	GREEN ORANGE as directed by 40th Inf. Div. Comdr.		
LST No.	Embarked Unit Of RCT 108			Remarks
*567	Btry A, 164 FA Bn		* LSTs will, in all probability, be directed to land embarked units attached to RCT 108 if ordered in as Corps Reserve on S - Day, and will be prepared to move promptly when and where directed. Other embarked units will not be landed with RCT 108 unless specifically directed to do so. If landing to support an assault by RCT 108, beaching will be resorted to; otherwise causeways should be available.	
*925	Btry B, 164 FA Bn			
*681	Btry C, 164 FA Bn			
*752	Co. B, 640 TD Bn			
*580	Co. B, 640 TD Bn			
*673	Co. B, 640 TD Bn			
	Hq. 164 FA Bn			
*1028	Co. B, 640 Bn			
568	Not attached to RCT 108			
610	but will unload S plus ONE Day on 40th Division Beaches.			
LSM No.	Embarked Unit Of RCT 108			Remarks
*9	Cn. Co., 108 Infantry		* LSMs will, in all probability, be directed to land embarked units attached to RCT 108 if ordered in as Corps Reserve on S - Day, and will be prepared to move promptly when and where directed. Other embarked units will not be landed with RCT 108 unless specifically directed to do so. If landing to support an assault by RCT 108, beaching will be resorted to; otherwise causeways should be available.	
*14	Cn. Co., 108 Infantry			

NOTE: LST 610 has six DUKs which will be ordered in on S - Day and be used by shore party to assist in unloading.

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- (b) Landing as Corps Reserve S - Day over organized beach.
Will use established beach, shore party and control set-up, but be prepared to use Transport Division EIGHTEEN control and beach parties. Waves will be sent directly from ships to designated beach or beaches, in battalion sequence and wave formation and timing designated by XIV Corps, CO RCT 108 and embarked COs of troops. Start landing supplies and equipment at earliest possible times, using every available boat.
- (c) Landing as Corps Reserve S - Day in assault on new beach.
Line of Departure will be established when beach is designated not less than four thousand yards from beach, and marked by PC 1600 on left flank and PC 1601 on right flank. Control Team 13 and Transport Division EIGHTEEN Control Officer will board PC 1600 and use that vessel as master control vessel. Insofar as practicable, Control Plan, Annex "B" to this Landing Attack Order will be followed. Waves will be dispatched at times specified by CO RCT 108. PC 1601 takes station as soon as position of Line of Departure is determined, and fire support can be provided. PC 1600 will remain vicinity CAMBRIA and lead first wave to Line of Departure; control officer reports when on station and first wave at Line of Departure. If LCI(G)s and LCI(M)s are supplied to support such an assault, they will take station one hundred yards to shoreward of Line of Departure, evenly spaced across the boat lane, and lead in the first wave as shown in Appendix 2 to Annex "B" to this Landing Attack Order. In the event of such an assault landing, LSTs 1028, 935, 681 and LSMs 9 and 14 will probably be required to beach on the assault beach when desired by CO RCT 108 and land embarked troops, supplies and equipment; be prepared to move to assigned stations or areas promptly when directed by Commander Transport Group BAKER and maintain strict radio watch on all prescribed circuits. All APAs will land full beach parties in last two waves, and RCT 108 will supply initial shore party. This will be small, short of equipment and may have to be reinforced by Navy personnel. It is expected that XIV Corps will provide reinforcement for this shore party as early as possible. Unloading will start as soon as beaches are secured and carried through with all available craft. Extra unloading aids will be requested, but may not be forthcoming. It is estimated that assault battalions can be boated in one hour if sufficient boats are available. Time to run to Line of Departure dependent upon distance. Speed of loaded landing craft eight knots. Maximum speed of transports thirteen knots, twenty minutes to get underway if boats are aboard, or they can follow ship to any new transport area which may be designated.
- (d) Landing as Division Reserve on S plus ONE Day.
Will be over established GREEN or ORANGE Beaches, when and where directed by Commanding General 40th Infantry Division. Boat waves will be formed up near parent ships and dispatched directly to beach in order of battalions set forth in CO RCT 108, and numbers and constitution of waves as prescribed by CO RCT 108 and embarked troops. All transports land beach parties with BEACH PARTY ordered in. Start unloading immediately, using all available LCI(G)s, LCI(M)s, LSMs, pontoon barges and available ship's boats.

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ANNEX "A" TO C.T.G. 79.4 LANDING ATTACK PLAN NO. A22-44

SHIP-TO-SHORE MOVEMENT

7. GENERAL UNLOADING - Phase 3

- (a) It is planned to start general unloading as soon after assault troops are landed as possible with available ships' boats. These will be augmented later by certain unloading aids to be listed below. As soon as assault and reserve troops have been boated, ships of Transport Division TEN and THIRTY will start loading all available unallocated ships' boats. Excess LCMs and LCV(P)s from Transport Division EIGHTEEN will be directed to report to Commanders Transport Division TEN and Transport Division THIRTY, who will allocate them to best advantage to ships of their respective divisions. First loaded boats will not arrive off beaches prior to JIG Hour plus SIXTY minutes unless otherwise specifically directed by Commander Transport Group BAKER. LCV(P)s from Transport Division EIGHTEEN will be used for one trip only; then be returned to parent ships. They may be re-allocated later if the tactical situation allows and there is need for them. All landing craft and pontoon barge crews, regardless of parent ship or source, shall be fed and given the same treatment as own boat crews. They are working for you and will work harder and come back if well treated.
- (b) LCV(P)s will not be loaded with more than $2\frac{1}{2}$ tons of cargo unless composed of vehicles, LCM(3)s with more than 15 tons, and LCM(6)s with more than 20 tons, unless vehicles. The shallow beach demands light loading and quick turn around. Every effort will be made to load landing boats so that they do not list. Mixed cargo shall not be placed in landing craft or pontoon barges, and every effort will be made to load LCTs with one type of cargo: i.e., ammunition, or fuel, etc. General cargo, not mixed with fuel, lubricants or ammunition, may be loaded in LCTs and LSMs. Commanding Officers will give this matter personal attention; overloaded, poorly loaded and listed boats slow up unloading on the beach and expose boats for longer periods during which they may be damaged by surf or swamped.
- (c) The following floating unloading aids will be available: -
- (1) Six LCTs after they unload shore party equipment about JIG plus ONE Hour. Of these one or two may have to be used to assist in unloading LSMs prior to beaching of pontoon causeways, provided embarked vehicles cannot be landed without drowning out. It is hoped this will not be necessary. Draft of these craft in landing condition should be about 3'-4" forward, 4'-0" aft. Contemplated allocation is three each to Commander Transport Divisions TEN and THIRTY, who will re-allocate to best advantage.

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- (2) Ten pontoon barges, five (outboard type) 3 x 7 capable of carrying about 25 tons and five (inboard type) 3 x 12 capable of carrying about 50 tons, both on a loaded draft of about four feet. These will be allocated equally to both Transport Division Commanders for re-allocation within their divisions during unloading period. They should be available beginning shortly after JIG Hour, perhaps earlier. It is desired that these barges be used in so far as practicable to handle petroleum products in drums since these can be unloaded quickest by rafting them. It is expected that there may be considerable damage to propellers of the inboard type and that towing may have to be resorted to.
- (3) Twelve LSMs on S - Day, plus three more on S plus ONE Day. These are generally loaded with medium tanks, tank destroyers, etc., and will have high unloading priority. Draft forward will be somewhere between 3'-5" and 4'-5"; aft between 6'-11 1/4" and 7'-11 1/2". These craft will be allocated to Transport Division Commanders for re-allocation, about seven going to Transport Division TEN and five to Transport Division THIRTY, owing to disparity in number of ships to be unloaded. First LSMs may be available by JIG plus TWO Hours.
- (4) Forty-five (45) punts 6' x 12' (22 in Transport Division TEN; 23 in Transport Division EIGHTEEN) capable of carrying one ton on not over one foot draft and equipped with wire strap bridles for towing. Additional punts are being made in Transport Division THIRTY, but numbers available are not yet known. It is desired, if possible, to retain Transport Division EIGHTEEN punts in the possible event of an assault landing on S - Day, but they will be used if necessary. Four men can carry one easily when empty. If these are ordered in, they will be sent in loaded with not over one ton of cargo, preferably water; a loaded LCV(P) can tow two at a time. It is contemplated that these punts can be used to ferry from LCV(P)s, LCMs and seaward unloading stations on rafts, ends of causeway sections, etc., and as floats for roller conveyors. These could be of assistance to the Army in crossing streams, etc., in their area and will be left with them if they so desire.
- (5) 397 life rafts (60 man) are available, 161 in Transport Division TEN, 122 in Transport Division EIGHTEEN and 114 in Transport Division THIRTY. Similar rafts have been used successfully before in shallow water landings; if their use becomes necessary, Transport Group Beachmaster will request they be sent in, giving number desired and beaches where wanted. Prepare these rafts by lashing two together side by side, raise up the grating and

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insert 4" x 4" cross pieces lashed or nailed in place, and nail 1" boards (dunnage will do) on top of grating to reinforce it for cargo carrying or as a platform. Such rafts will easily support a ton. When sent in, put some cargo aboard and tow with loaded LCV(P). Contemplated use is to support roller conveyors, provide working platforms and unloading platforms at the end of roller conveyor chains and punt ferrying lanes. A causeway sufficiently strong to roll oil drums to beach can be constructed if plenty of dunnage is sent in to reinforce the platforms. Rafts should be recovered, if possible, prior to departure of transports. Transport Division EIGHTEEN will endeavor to recover all remaining on S plus ONE day.

- (6) Pontoon Causeways will not be used as barges for unloading alongside ships; they will be used as causeways to the beach for unloading ISTs, LSMs, LCTs and possibly LCMs, LCV(P)s and pontoon barges. Eight (8) two-section causeways will be placed and operated. LCV(P)s and LCMs carrying light easily-handled general cargo such as rations, water, barracks bags, etc., could be unloaded into punts at some convenient corner of the causeway (possibly a life raft float could be suitably placed), and loaded punts towed to beach by men walking along the causeway or by tow lines operated from the beach.
- (7) Twelve (12) Army DUKWs will be available to assist in unloading on the beach. They can be used to ferry between landing craft and beach directly to dumps and should be particularly valuable in early unloading stage. An additional twenty-nine DUKWs will be turned over to the shore party commander. These are to be used to ferry 105mm ammunition directly from transports to beach and thence to gun positions. Transport Division Commanders notify Army shore party commanders through the Transport Division beach-master when they can be taken alongside transports for unloading this ammunition and what ships to send them to. They will be under Navy control while afloat, and will hold about 4 tons of cargo. The following ships of Transport Division TEN and THIRTY carry 105mm ammunition:

CUSTER	- 83 tons for GREEN Beach
CAPRICORNUS	- 31 tons for ORANGE Beach
A. MIDDLETON	- 31 tons for ORANGE Beach
BAXTER	- 37 tons for ORANGE Beach

In general DUKWs may be used to transport all types of ammunition when available, with priority given to 105mm types.

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SHIP-TO-SHORE MOVEMENT

(8) Cargo nets available as follows:

TransDiv 10	TransDiv 18	TransDiv 30
CLAY - 125	CAMBRIA - 75*	KNOX - 92*
A. MIDDLETON - 124	MONROVIA - 125	CALVERT - 80*
WM.P. BIDDLE - 125	F. FUNSTON - 160	CUSTER - 107
BAXTER - 131	WAR HAWK - 160	CHARA - 100
G.F. ELLIOTT - 30*	ALCYONE - 138	ASHLAND - 5
CAPRICORNUS - 86		LINDENWALD - 6
CATSKILL - 60		CASA GRANDE - 8

* Definitely deficient.

ROCKY MOUNT has approximately 35 cargo nets that can be issued when and where needed. All ships have been directed to make cargo nets to supply deficiencies in allowance, but cordage shortage may prevent any appreciable increase. All ships will report final number on board prior to departure for target area and corrections will be given a limited distribution. Loose cargo will be kept in nets in so far as supply allows. Army will make every effort to return nets to the beach and beachmasters shall get them back to the transports. Approximately 75 cargo nets belonging to shore party will be returned to ships as soon as they are landed. Transport Division THIRTY will be given the preference on these.

(d) Roller conveyors in 10' lengths are carried in transports as follows:

	No.
CLAY	4
ARTHUR MIDDLETON	15
WM. P. BIDDLE	56
BAXTER	2
CATSKILL	0
G. F. ELLIOTT	4
CAPRICORNUS	10
CAMBRIA	10
MONROVIA	10
FREDERICK FUNSTON	9
WAR HAWK	2
ALCYONE	8
KNOX	11
CALVERT	10
CUSTER	12
CHARA	5
ASHLAND	2
LINDENWALD	2
CASA GRANDE	0
TOTAL	168

It is desired not to use these roller conveyors on the beach, if possible, since they are used to assist in cargo handling aboard ship. In addition Army has 4650 feet of roller conveyors and there are about 400 feet on LSTs. Some methods of setting up and floating conveyor chains have been suggested above. Additionally they could be floated on partially filled POL drums; even full drums, which float 5" above the water could be used until empties are available. All conveyor sections are 10' lengths.

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- (e) The Army shore party will have the following major unloading aids disposed on the beach as follows:

GREEN

ORANGE

From LCTs

4 TD 18 - prime movers	1 TD 18 - prime mover
4 D 8 - dozers with blades	4 D 8 - dozers with blades
3 - 12 cu.yd. scrapers	3 D 7 - dozers with blades
1 - $\frac{1}{2}$ yd. shovel, with pile driver and attachments	2 - $\frac{1}{2}$ yd. shovels, with pile driver and attachments, etc.
4 ton wrecker	3 - 12 cu.yd. scrapers
3 dump trucks	1 - 20 ton crane - LeTourneau
2 - 2 $\frac{1}{2}$ ton cargo trucks	1 - air compr. with attachments, truck mounted.
	1 - 2 $\frac{1}{2}$ ton cargo truck

From Transports, LSTs, LSMs - To be Allocated

LST 1013 - 8 dump and 1 - 2 $\frac{1}{2}$ ton cargo trucks - 2 elec. light plants.
 LST 276 - 3 dump and 4 - 2 $\frac{1}{2}$ ton cargo trucks.
 LST 610 - 3 dump trucks, 1 D 7 with blade - 1 air compr. with attachments.
 LSM 312 - 1 D 7 dozer with blade.
 LSM 259 - 1 D 7 dozer with blade.
 LSM 233 - 1 D 7 dozer with blade.
 LSM 65 - 1 D 7 dozer with blade.
 LSM 53 - 1 D 7 dozer with blade.
 LSM 29 - 1 D 7 dozer with blade.
 LSM 30 - 1 D 8 dozer with blade.
 LSM 24 - 1 D 8 dozer with blade.
 LSM 210 - 1 TD 18 prime mover.

CHARA - 3 - 3/4 yd. shovel (to be used as cranes)
 1 - $\frac{1}{2}$ yd. shovel (to be used as crane)
 1 - 6 ton prime mover.
 1 - 10 ton wrecker
 1 - trailer mounted arc welder
 3 - motor patrols - (road machine)

G. F. ELLIOTT - 1 - 2 $\frac{1}{2}$ ton truck

BAXTER - 1 - 2 $\frac{1}{2}$ ton truck

CAPRICORNUS - 1 - D 7 dozer with blade
 1 - 20 ton crane - LaTourneau

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ANNEX "A" TO C.T.G. 79.4 LANDING ATTACHMENT 2-44

SHIP-TO-SHORE MOVEMENT

CATSKILL - 12 - DUKWs

LST 610 - 6 - LVT(4)s probably available shortly after JIG hour
7 - DUKWs probably available shortly after JIG hour
29 - DUKWs when returned from Artillery Units
immediately upon unloading their ammunition.
Should be available by JIG plus NINETY minutes.

By 1600 on S-Day there should be 120 - 2½ ton cargo vehicles on the Division beaches under shore party control. After causeways are in place there will be the following Construction Battalion equipment available: 4 - HD 14 dozers with blades, 4 - 2½ ton trucks and 2 welding machines. Army shore party has 120,000 sand bags - 5000 on each LST with 10,000 additional on LSTs 610 and 568. A limited amount of summerfell road matting is available - on LST 1013 and CHARA (AKA58). Under shore party control there will be 1471 enlisted and 120 officers for stevedore work on the beach. This strength should be reached by JIG plus THREE hours. In ammunition dumps there will be 6 officers and 161 enlisted; in other dumps will be the Division QM Service Company. Shore Party does not man or operate dumps. 39th MP company is assigned for patrol purposes and 30 men from 40th MP platoon for traffic control. XIV Corps has placed 1279 Eng. Battalion and the 40th Division has placed elements of the 115th Eng. Battalion in support of Shore Party on call.

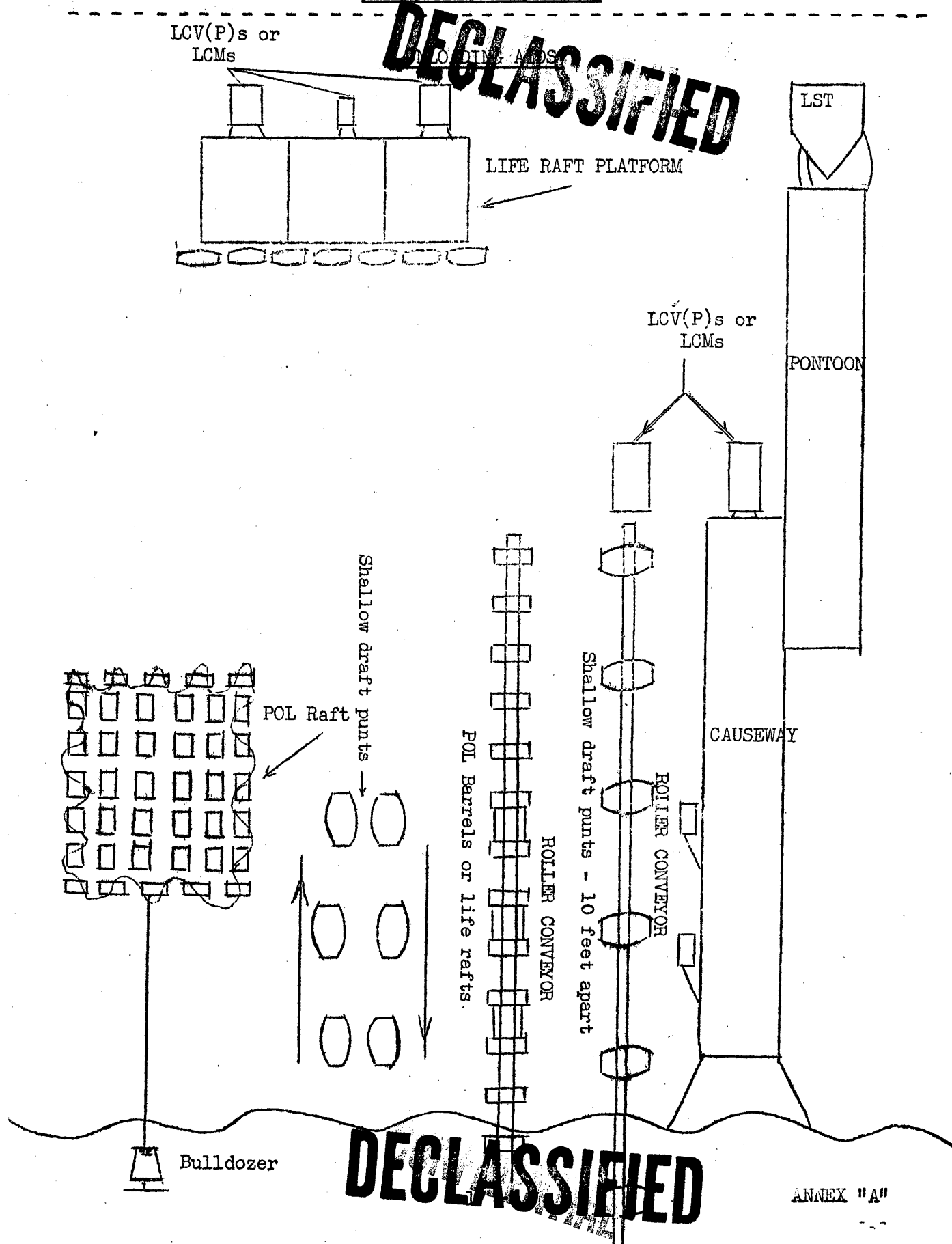
- (f) Information available on the beaches is based on old surveys and a study by the wave length velocity theory; data supplied by latter method is subject to a plus or minus error of three feet. Both sources of information indicate that there will be considerable difficulty in getting landing craft close to the shore line, if possible at all. For example, an ICT is expected to land by bow grounding 95 feet out; an LSM by the bow 200 feet out; and LCM 155 feet out flat on the bottom; and an LCV(P) 125 feet out from the beach. The close investigation of all possible available methods for using unloading aids, floating and ashore, and supplemental methods of landing cargo is necessary. Some already suggested above have been used successfully; others will undoubtedly be extemporized on the spot to meet specific demands. Illustrated sketches are included below.

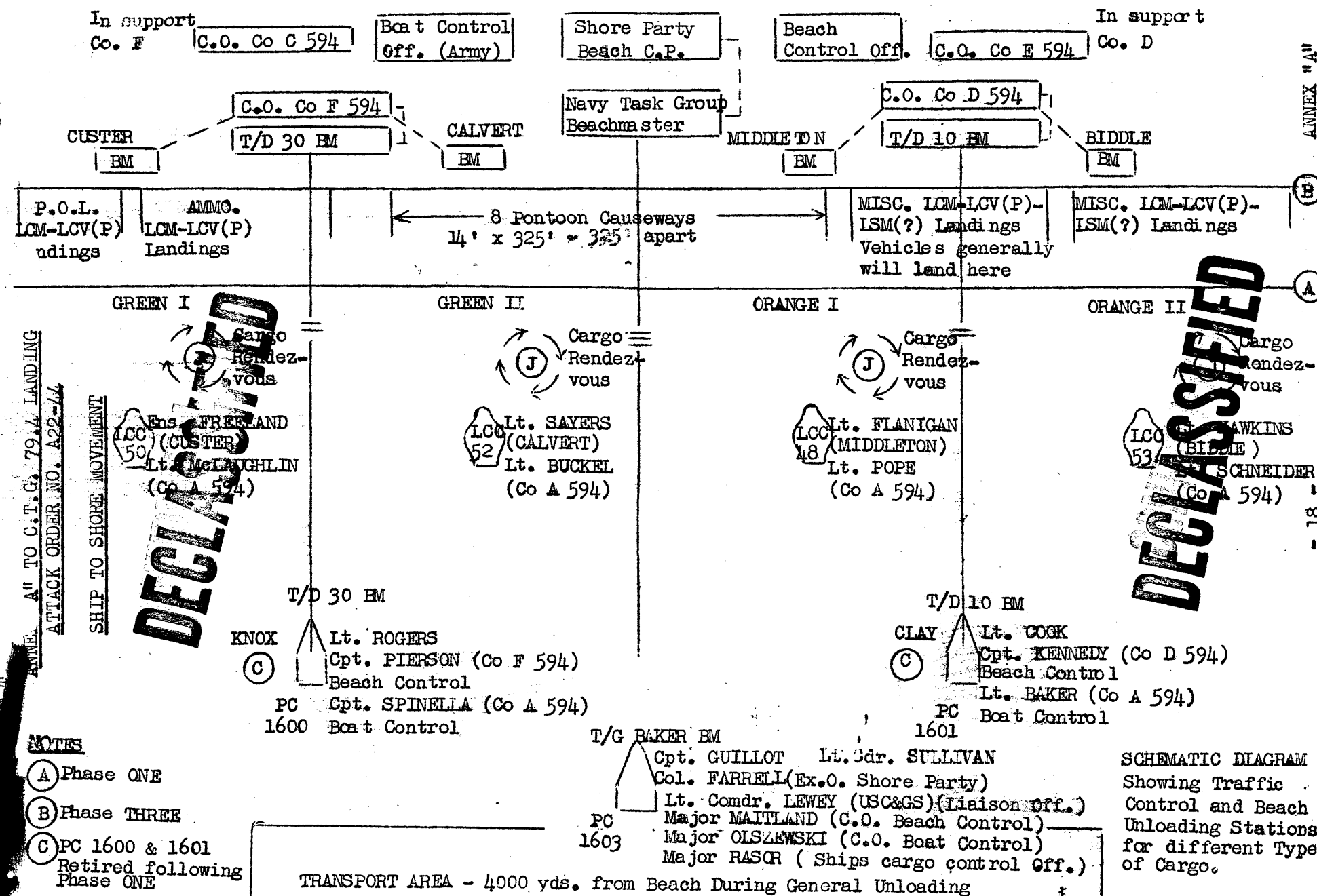
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ANNEX "A"

SHIP TO SHORE MOVEMENT





NOTES

- (A) Phase ONE
- (B) Phase THREE
- (C) PC 1600 & 1601 Retired following Phase ONE

SHIP-TO-SHORE MOVEMENT

- (g) When LSTs are unloading at causeways POL drums can be unloaded by crawler crane on main deck using chime hooks, drums being lowered into the water and rafted in to beach, since drums float about 5" above water. Raft perimeter can be held together by lines lashed around drums or by dunnage booms. A similar rafting method can be used for unloading POL drums from pontoon barges or landing craft. This method, if successful, will greatly expedite unloading of drums at the beach. Efforts are being made to supply each LST of Assault Units GREEN and ORANGE with at least one set of chime hooks for each LST. These can be shifted to other LSTs which may be carrying POL drums.
- (h) All transports will have barracks bags up on deck distributed near all hatches prior to arrival in transport area. These bags can be loaded by hand anytime an LCV(P) is not being otherwise usefully employed, or placed a few in each boat load that goes in. The shore party will take these bags anytime, any place. It is expected that all barracks bags will be unloaded by the time all cargo is unloaded.
- (i) APAs must be prepared to send in reliefs for their beach parties in whole or in part. In addition all transports may be called upon to furnish additional working parties if conditions necessitate.
- (j) In the event that ships' boats are left behind, if transports still unloading are ordered to retire for the night, the Transport Division beachmaster will establish rendezvous for empty and for loaded boats; these rendezvous will be under the supervision of qualified boat officers and such other officers will be used as necessary to keep boats in rendezvous from straying. Should certain transports be left in the unloading area during such retirement, arrangements may be made to use these boats for unloading. All ships' boats will be supplied with emergency or field rations and water so that food will be available to their crews in case they are left behind. The practice of supplying sandwiches should be avoided, since unless eaten at once, food poisoning may result in the tropics. Should it be found impossible to hoist aboard all returned empty boats prior to a ship's retirement, commanding officers must make certain that coxswains are given specific orders to report to the control vessel off appropriate beach for further instructions.
- (k) On the control vessel (PC 1603) the Army will maintain a ships' cargo control officer (TQM), Major RASOR. By use of the cargo ticket this officer will keep a record of all cargo landed on his beaches. He will be in constant touch with the troops ashore through Army or Navy channels, or both, and will advise the Transport Group and Division Commanders, or in the absence of them, the ship's command, of the needs

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of the Army ashore. He will keep in constant touch with the control officer on the control vessel and the two will at all times work in close cooperation in handling the unloading demands. The general idea is to "get to the troops what is needed, where and when it is needed". Detailed instructions are not advisable; initiative will have to be exercised to meet the varying situations and demands encountered. Keep the Transport Group and Division Commanders advised of needs; they can help a lot if they know what the Army wants and when it is wanted.

- (1) All transports of whatever type, including LSTs, carrying Army cargo shall use the cargo ticket and each boat, LVT or DUKW loaded with Army cargo, other than that accompanying assault or reserve troops, shall deliver one ticket to the control vessel (PC 1603), another to the traffic control LCC to which directed, and the third to shore party representative on beach when landing. Such control vessels will make certain that the craft delivering the ticket is sent to the proper beach or cargo circle without delay, and shall make certain that they do not go astray on the way in. There will be plenty of guide boats - use them!
- (m) In all past operations there have been glaring cases of boats going astray or deliberately avoiding responsibilities, of boats not being unloaded for long periods (24 hours or more), of laxity in discipline while waiting to be unloaded, of slowness or non-return to beach after dispersal during air attacks and many kindred occurrences. No plan can provide against every contingency that may arise. It shall be the duty of every Commanding Officer to indoctrinate his boat crews in their duties and responsibilities during the ship-to-shore movement and to take a most active interest in seeing that orders, instructions, etc, are carried out. All ships are being provided with a set of instructions for coxswains. Copies will be given to each coxswain and relief coxswain and they will be made to read them. Commanding Officers must make certain they are understood. Violators will be punished. Make this clear to them.
- (n) Control personnel operating under the Transport Division beachmaster shall keep themselves informed of the situation at all times and shall exert themselves to the utmost to do what needs to be done. Look for things to do - you will find plenty. It will be the Transport Group beachmaster's responsibility to insure that control personnel are given reliefs or rest periods. There are plenty of boats and officers available - rotate them.

8. CARGO TICKET

- (a) The purpose of the cargo ticket is sometimes misunderstood. It is designed to give the following information in order of priority.

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SHIP-TO-SHORE MOVEMENT

- (1) Responsible cargo control officer on control vessel has a running record of what has been sent in to the beach from the transports and LSTs. Although he may not know that it has been landed, he does know that it is either afloat near him, or on the beach. With this knowledge he is frequently able to get emergency calls filled speedily from craft nearby rather than entail the much longer delay in getting it in from the transport after the need is made known to him.
 - (2) Beach dumps have a running record of what has been delivered to them and, if they will use these tickets, many walls for this, that or the other can be avoided. The chances are that all, or part of what is wanted is already in the dump. If it is, issue it and don't send out a call for something already at hand; if not there, call the cargo control officer on the control vessel. He may be able to locate it quickly in boats not yet unloaded; if not, he will get it from the ships as soon as possible.
 - (3) The original in the hands of the regimental Shore Party Commander enables him to keep a record of everything that has been landed and sent to the various dumps. This record can be of great assistance in tracing vehicles and cargo that may have gone astray after landing, and in keeping the Regimental Commander informed of what supplies and equipment he has landed and available for use. This knowledge also enable intelligent annalysis of immediate needs.
 - (4) Each ship has a ready-made running record of what it has sent in. Consultation of filled-out cargo tickets might enable a Commanding Officer to trace down a boat long overdue for return and find out why the delay. Also when general calls are sent out to all vessels to supply certain items, as frequently happens due to inexact loading data, it might be found that just what is wanted in on a certain boat from a certain ship. Here the Commanding Officer could help out by speaking up at once and letting the control vessel know what boat number to look for.
- (b) It is recognized that the ticket system is not infallible; much of its success depends entirely upon how well the various parties concerned carry out their parts in keeping the information up to date and how much use they make of its possibilities. If Commanding Officers allow TOMs and coxswains to become lax in handling their tickets the system will fall down rapidly.

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- (c) It may become necessary to land cargo on a beach other than that designated on the cargo ticket, in which case the first officer getting the information of the desired change, be he on the control vessel or in the cargo rendezvous, will make the necessary beach designation change on the cargo tickets of all boats effected and get such boats on their way to their new destination. Make certain that coxswains understand what has happened, and they report to proper officials at new beach. In this connection boats have been refused permission to unload on beaches they had been sent to merely because the ticket had not been changed, and were allowed to stand idle. At the same time personnel who refused them the unloading privilege made no attempt to get in touch with the beach from which the boat came originally. This sort of thing is considered particularly dumb on the part of all hands involved and will not be tolerated.
- (d) The Army desires that hatches or holds from which cargo is taken together with deck or level involved, be included on the cargo ticket. A space has been provided and it will be filled in on each ticket made out.
- (e) Any control officer, boat officer or beachmaster who does not do his utmost to keep the Cargo Ticket system in operation will be answerable to Commander Transport Group BAKER. No set of instructions can cover every possible contingency. All hands are expected to exercise initiative. If notations not provided for on the ticket have to be made, do so; if different routings have to be provided, do so; do anything else that is necessary and do not be bound by split hair interpretations.

- Appendix 1 - Boat Availability and Assignment Tables.
2 - Landing Beach and Transport Area Diagram.
3 - Bowser Boat Plan.
4 - Routine Reports Required.

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ANNEX "A"

CARGO TICKET
(Instructions on reverse side)
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U.S.S. _____ No. _____
DESTINATION BEACH _____
TRANSFERRED TO NO. _____ LVTs _____
AND SENT IN _____ DUKWs _____
(FILLED IN AT CARGO TRANSFER POINT) _____ PUMPS _____ TIME LEFT SHIP _____

LCT : _____ BOAT NO. _____
LST : _____
LVT : _____
(Scratch all but one).

PRIORITY _____. A check mark here means sent to beach on PRIORITY basis.
If special delivery point desired, indicate here. FOR: _____

ITEM AND QUANTITY: _____

FROM: HATCH OR HOLD NO. _____
FROM: DECK OR LEVEL _____

TO BE COMPLETED BY TRAFFIC CONTROL OFFICER
REPORTING TRAFFIC CONTROL AT: _____ SENT TO RENDEZVOUS AREA: _____
Fuel _____ Ammo. _____ Msl. _____
SENT TO BEACH _____

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INSTRUCTIONS FOR COMPLETING THIS FORM

1. This form is to be accomplished in QUADRUPLICATE by each TROOP TRANSPORT QUARTERMASTER.
2. Original to Shore Party Commander; one copy to control vessel (PC 1603) one copy to Traffic Control; one copy retained by TROOP TRANSPORT QUARTERMASTER.
3. Coxswain report to Traffic Control Vessel, deliver copy and proceed as instructed. Retain original for delivery to Beachmaster or his representative for further delivery to Shore Party Commander.
4. If ICT or LST is used to assist in unloading, prepare a separate Cargo manifest in DUPLICATE, and attach hereto.
5. When cargo is transferred from landing boats to DUKWs, LVTs, punts, etc., officer in charge at transfer point will fill in the number of such craft used to transfer the landing boat's cargo to beach and send in with last craft loaded for delivery to beachmaster.
6. If, for any reason, destination of a boat's cargo has to be changed from that prescribed on ticket when received, the ticket will be changed by appropriate officer on control vessel or in cargo transfer area, and the boat routed to newly assigned beach, or to appropriate cargo rendezvous or transfer point as the case may be.

This space for Officer-In-Charge of dumps.

BOAT AVAILABILITY AND ASSIGNMENT TABLES

BOAT AVAILABILITY TABLE

Transport Division TEN	LCV(P)	LCP(L)	LCP(R)	LCM(3)	LCM(6)	LCC
CLAY	23	2	--	--	1	1
ARTHUR MIDDLETON	22	1	--	--	2	--
BAXTER	24	1	1	3*	--	--
G. F. ELLIOTT	1	--	--	1	--	--
CAPRICORNUS	15	1	--	3	5	--
WILLIAM P. BIDDLE	13	1	--	--	4	--
CATSKILL	16	--	--	--	--	--
Transport Division EIGHTEEN						
DAMBRIA	21	1	1	--	4	--
MONROVIA	26	1	1	--	1	1
FREDERICK FUNSTON	27	2	--	--	2	--
WAR HAWK	10	--	--	--	4	--
ALCYONE	12	2	--	--	6	1
Transport Division THIRTY						
KNOX	23	1	1	1*	--	1
CALVERT	26	2	--	--	2	--
CUSTER	24	1	1	--	2	--
CHARA	13	1	--	--	7	1
ASHLAND	2	--	--	--	--	--
LINDENWALD	2	--	--	--	--	--
CASA GRANDE	2	--	--	--	--	--

* BAXTER is carrying 2 Navy LCM(3)s and KNOX is carrying 1 Navy LCM(3). All other LCM(3)s and LCM(6)s are Army.

NOTE: All ships of Transport Group BAKER will have a four inch manila tow line of at least 80 fathoms length placed on board each LCP(L) and LCP(R) type boat carried on board regardless of what duties these boats are assigned. Salvage of boats in heavy surf during the approach to develop into a serious problem requiring the combined efforts of Army LCP(L) and LCP(R) carried by this group.

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APPENDIX 1 TO ANNEX "A" TO C.T.G. 79.4 LAMPSON ATTACK ORDER NO. A22-44

BOAT AVAILABILITY AND ASSIGNMENT TABLES

SPECIAL BOATS TO BE FURNISHED

TRANSPORT DIVISION TEN

1. CLAY furnish LCP(L) or (R) salvage boat for ORANGE Beach TWO, WILLIAM P. BIDDLE beach party medical officer and four corpsmen to be embarked. ARTHUR MIDDLETON furnish LCP(L) or (R) salvage boat for ORANGE Beach ONE with ARTHUR MIDDLETON beach party medical officer and four corpsmen embarked.
2. BAXTER and CAPRICORNUS each furnish one bowser boat for beaches ORANGE ONE and ORANGE TWO respectively.
3. CLAY furnish one LCV(P) smoke boat to report to CAMBRIA for duty in "smoke boat line" (see Smoke Plan, Annex "F").
4. CLAY furnish LCC with CLAY boat group commander embarked to ORANGE Beach TWO.
5. Each ship of Transport Division TEN have one LCV(P) smoke boat standing by parent ship at all times while in transport area ready to make smoke in accordance with Smoke Plan, Annex "F".
6. Commander Transport Division TEN designate ship or ships to provide two suitable tenders to division control vessel (PC 1601).

TRANSPORT DIVISION THIRTY

1. CUSTER and CALVERT furnish one LCP(L) or (R) salvage boat each to their respective beaches, the beach party medical officer and four corpsmen to be embarked.
2. KNOX and CHARA furnish one LCV(P) bowser boat each to beaches GREEN ONE and GREEN TWO respectively.
3. KNOX furnish LCC with boat group commander embarked to GREEN Beach ONE.
4. Each ship of Transport Division THIRTY have one LCV(P) smoke boat standing by parent ship at all times while in transport area ready to make smoke in accordance with the Smoke Plan, Annex "F".
5. KNOX furnish one LCP(L) and one LCV(P) as tenders (and as Transport Division THIRTY beachmaster boat) to division control vessel (PC 1600).

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APPENDIX 1 TO ANNEX "A" TO C.T.G. 79.4 LANDING ATTACK ORDER NO. A22-44

BOAT AVAILABILITY AND ASSIGNMENT TABLES

SPECIAL BOATS TO BE FURNISHED

TRANSPORT DIVISION EIGHTEEN

1. CAMBRIA furnish one LCP(R) as tender to group control vessel (PC 1603).
2. MONROVIA furnish LCC with boat group commander embarked to GREEN Beach TWO.
3. ALCYONE furnish LCC with Lieut. GROVES of Commander Transport Division EIGHTEEN staff embarked to ORANGE Beach ONE.
4. FREDERICK FUNSTON, ALCYONE, MONROVIA each have one LCP(L) or (R) salvage boat with trained salvage officer and crew standing by at ship on call in case additional salvage boats are needed at beach.
5. CAMBRIA, MONROVIA, FREDERICK FUNSTON, WAR HAWK, ALCYONE furnish one LCV(P) smoke boat each for "smoke boat line" (see Smoke Plan, Annex "F").
6. FREDERICK FUNSTON furnish one covered LCP(L) to report to ROCKY MOUNT after arrival in transport area to embark group surgeon and operate as directed by group surgeon until departure of FREDERICK FUNSTON from target area.
7. CAMBRIA send one LCV(P) each to LSTs 23, 127 and 267. MONROVIA send one LCV(P) each to LSTs 276 and 272. FREDERICK FUNSTON send one LCV(P) each to LSTs 243, 273, and 246. These LCV(P)s are to arrive at the above LSTs as soon as possible after arrival in transport area and will be used to assist in handling pontoon causeways as they are launched from the LSTs. Commanding officers will make certain these boats arrive to allocated LSTs by JIG hour minus THIRTY minutes. When LCV(P)s are no longer needed, they will return immediately to parent ship. All of the above LSTs are in the assault LST units and will be found in LST area WILLIAM at this time (See Appendix 2 to Annex "B" for LST positions).

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APPENDIX 1 TO ANNEX "A"

BOAT AVAILABILITY AND ASSIGNMENT TABLES

TRANSPORT DIVISION TEN

BOAT ASSIGNMENT TABLE

SHIPS	LCV(P)	LCM(6)	LCM(3)
W. P. BIDDLE to W. P. BIDDLE	12	4	--
CAPRICORNUS to W. P. BIDDLE	9	--	--
Totals	21	4	--
A. MIDDLETON to A. MIDDLETON	20	2	--
CAPRICORNUS to A. MIDDLETON	3	--	--
Totals	23	2	--
BAXTER to BAXTER	22	--	--
CAPRICORNUS to BAXTER	1	--	--
Totals	23	--	3
CLAY to CLAY	17	1	--
CAPRICORNUS to CLAY	--	--	3
Totals	17	1	3
G. F. ELLIOTT to G. F. ELLIOTT	--	--	1
CTD 18 to G. F. ELLIOTT	15	--	--
Totals	16	--	1
CATSKILL to CATSKILL	13	--	--
Totals	13	--	--

NOTES:

1. This assignment table is effective for one trip only. After initial trip all boats will return to parent ship and will be reassigned by Division Commander as necessary for expeditious unloading.
2. BAXTER and CAPRICORNUS furnish one bowser boat each.
3. Each ship equip two LCV(P)s as smoke boats, only one of which need be on station.
4. CLAY and MIDDLETON furnish one salvage boat each, CLAY to ORANGE Beach TWO, MIDDLETON to ORANGE Beach ONE.

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TRANSPORT DIVISION THIRTY

BOAT ASSIGNMENT TABLES

		LCV(P)	LCM	LCP(L)&(R)	LCC
<u>KNOX</u>	KNOX to KNOX	23	1	2	1
	CHARA to KNOX	7	3	0	0
	CTD 18 to KNOX	<u>5</u>	<u>0</u>	<u>0</u>	<u>0</u>
	Total	35	4	2	1
<u>CUSTER</u>	CUSTER to CUSTER	24	2	2	0
	CHARA to CUSTER	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>
	Totals	26	2	2	0
<u>CALVERT</u>	CALVERT to CALVERT	26	2	2	0
	CHARA to CALVERT	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>
	Totals	28	2	2	0
<u>CHARA</u>	CHARA to CHARA	<u>2</u>	<u>3</u>	<u>1</u>	<u>1</u>
	Totals	2	3	1	1

BOWSERS - KNOX and CHARA each furnish 1.

SALVAGE - CALVERT and CUSTER each furnish 1.

(GALVERT and CUSTER each furnish medical section - 1 officer and 4 corpsmen in each salvage boat). Assistant boat group commander in LCP(R) or (L) standby as extra salvage boat.

SMOKE - - Each ship furnish 2 LCV(P)s as smoke boats, only one of which need initially standby.

TENDERS - 1 LCP(L) with assistant boat group commander from KNOX serve as Lieut. ROGERS' tender #1.
1 LCV(P) from KNOX load beachmaster gear and serve as Lieut. ROGERS' tender #2.

- 5 -

BOAT AVAILABILITY AND ASSIGNMENT TABLES

TRANSPORT DIVISION EIGHTEEN

BOAT ASSIGNMENT TABLE

- A. On arrival in transport area and receipt of the order "Land the Landing Force" ships of Transport Division EIGHTEEN will hoist out all boats and dispatch them in accordance with "Special Boats To Be Furnished" table and in accordance with the following three tables:

For Assault Boating of Transport Division TEN and Transport Division THIRTY
(1 trip only)

From	To	LCV(P)	LCP(L)	LCP(R)	LCM	LCG
MONROVIA	G. F. ELLIOTT	16(1)	1(1)	-	-	-
CAMBRIA	KNOX	5	-	-	-	-

For Boating Service Units Which Are To Be Landed Following Assault
Waves as Additional Shore Party
(1 trip only)

From	To	LCV(P)	LCP(L)	LCP(R)	LCM(3)	LCM(6)	LCG
ALCYONE	G. F. ELLIOTT	10	-	-	-	-	-
WAR HAWK	WAR HAWK	4	-	-	-	-	-
WAR HAWK	CLAY	2	-	-	-	-	-
WAR HAWK	CHARA	2	-	-	-	-	-
F. FUNSTON	A. MIDDLETON	7	-	-	-	-	-

For Boating Cargo (1 trip only for LCV(P)s)

From	To	LCV(P)	LCP(L)	LCP(R)	LCM	LCG
CAMBRIA	KNOX	9	-	-	4	-
WAR HAWK	KNOX	-	-	-	4	-
MONROVIA	KNOX	6	-	-	1	-
F. FUNSTON	CLAY	14	-	-	2	-
ALCYONE	CLAY	-	-	-	6	-

- (1) MONROVIA furnish a boat group commander and four wave officers with sixteen LCV(P)s for GEORGE F. ELLIOTT.
- (2) Boats sent to load service units will be loaded with these service units as described in paragraph 3(c) of Annex "A". When loaded, these boats will be dispatched so as to arrive at appropriate Line of Departure and land with eighth wave or shortly thereafter.
- (3) Boats to be sent to CLAY for a "one trip" load of cargo will, upon receipt of the order, be assigned to ships of Transport Division TEN and Transport Division THIRTY by the Commander Transport Division TEN and Commander Transport Division THIRTY respectively for the one load. After making the one cargo trip, LCV(P)s will return

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TRANSPORT DIVISION EIGHTEEN

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B. When orders are received to boat and land RCT 108 (on Transport Division EIGHTEEN), the following assignment table will be placed in effect:

From	To	LCV(P)	LCP(L)	LCP(R)	ICM(3)	LCM(6)	LCC
ALCYONE	MONROVIA	4	-	-	-	5	-
ALCYONE	CAMBRIA	-	-	-	-	1	-
WAR HAWK	F. FUNSTON	4	-	-	-	4	-

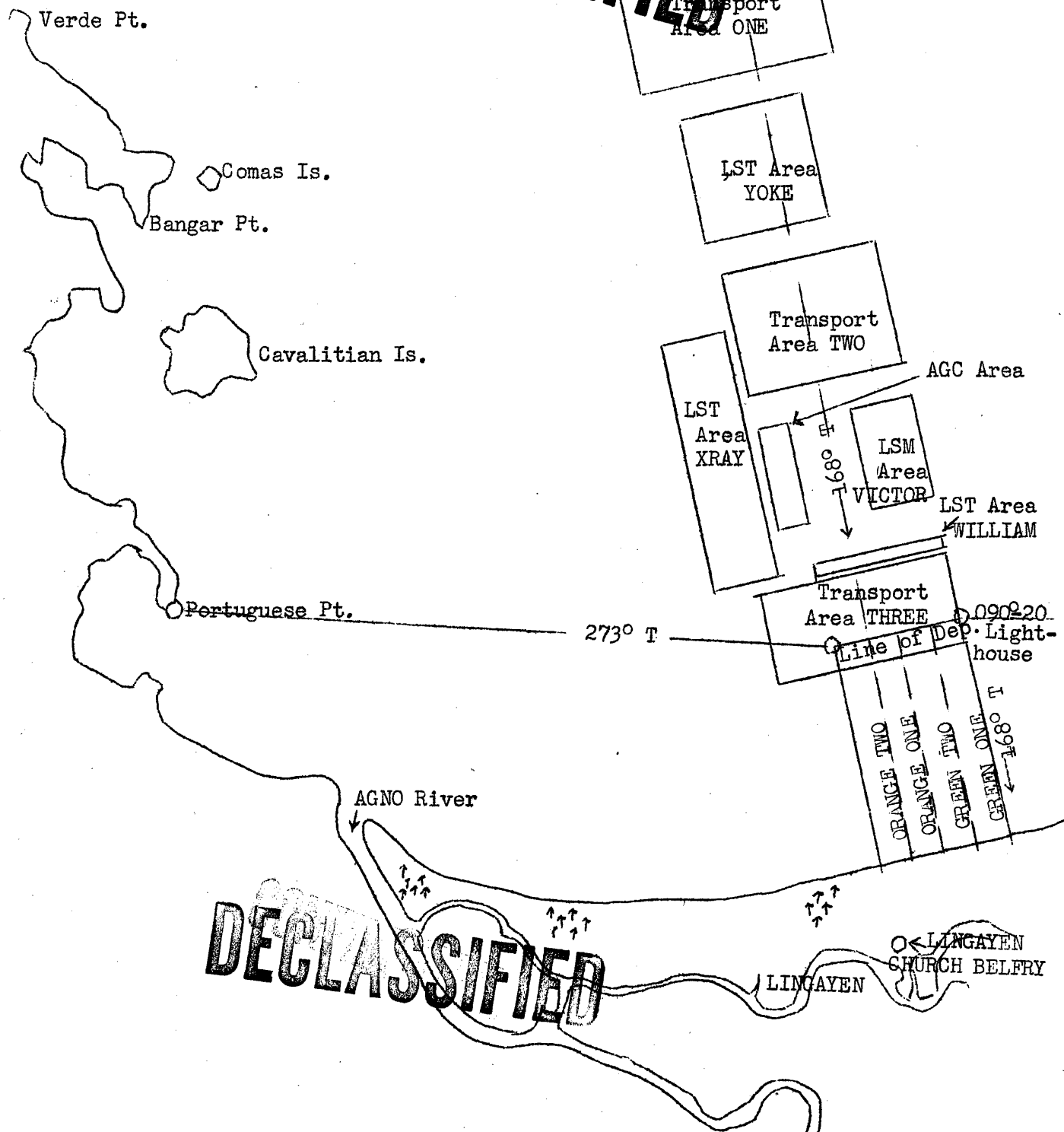
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 the Day Transport Divi
 is reported and

APPENDIX 2 TO ANNEX "A" TO C.T.G. 79.4 LANDING ATTACK ORDER
NO. A22-44

LANDING BEACH AND TRANSPORT

AREA DIAGRAM

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BOWSER BOAT PLAN

1. In view of the fact that the Army tactical situation requires use of LVTs ashore after the assault, it is not contemplated that LVTs will be available for unloading. However, to provide for the possibility that LVTs may be used for unloading, gas boats will be provided in accordance with Boat Assignment Tables. Transport Division TEN and Transport Division THIRTY will maintain one gas (bowser) boat off each battalion beach. Boats will be marked "GAS" in large red letters, 24" high on both sides of the boats. Gas boats will arrive on station about JIG Hour plus One Hundred and Twenty minutes but will report to LST Unit Commanders in proper LST Area before proceeding to stations off beach.
2. Each boat will be provided with hand operated gasoline pump, hose and other necessary equipment for fueling LVTs or Army J boats from gasoline drums. Two additional men will be assigned to each boat and all personnel including regular crew will be instructed and drilled in procedure for fueling LVTs and precautions to be taken while handling gasoline. Boats will be equipped with necessary fire fighting equipment and all personnel will be instructed in its use. There will be no smoking in these GAS boats.
3. Fueling will take place off each beach until such time as LVT refueling stations are set up ashore, at which time gas boats may be secured if no longer needed. The transport division beachmaster will designate the fueling area.
4. Drums of gasoline will be obtained from LSTs, any of which can supply it. Go to nearest LST. Commanding Officers of LSTs will make provision for lowering drums to GAS boats and be alert to get these boats reloaded whenever they are alongside. They must be prepared to lift out and stow all empty drums returned in GAS boats.
5. General supervision of fueling activities will be exercised by boat group commanders embarked in LCCs off respective beaches.
6. Army also is supplying six maintenance LVTs, which follow third wave in. These maintenance LVTs carry gasoline for refueling LVTs.

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ROUTINE REPORTS REQUIRED

When to Report	Report As Of	Place	Report	By Whom	To Whom	Method
During Daylight Continuously		Transport Area	Boat Availability	All Ships	C.T.G. 79.4	Note 1
0600 Daily	Midnight	Transport Area	Casualty Report	All Ships	ComTransDivs	Note 2
0700 Daily	Midnight	Transport Area	Casualty Report	ComTransDivs	C.T.G. 79.4	Note 2
0830 Daily	0800	Transport Area	Cargo Report	All Ships	C.T.G. 79.2 C.T.G. 79.4 ComTransDivs	Note 3
0900 Daily	Midnight	Underway Trans. Area	Fuel	All Ships	ComTransDivs	Note 4
0930 Daily	Midnight	Underway Trans.	Fuel	ComTransDivs	C.T.G. 79.4	Note 4
1030 Daily	1000	Transport Area	Cargo Report	All Ships	C.T.G. 79.4 ComTransDivs	Note 5
1230 Daily	1200	Transport Area	Cargo Report	All Ships	C.T.G. 79.2 C.T.G. 79.4 ComTransDivs	Note 3
1300 Daily		Transport Area	Expected Hour to Complete Unloading	All Ships	C.T.G. 79.2 C.T.G. 79.4 ComTransDivs	
1430 Daily	1400	Transport Area	Cargo Report	All Ships	C.T.G. 79.4 ComTransDivs	Note 5
1600 Daily		Transport Area	P.O.W.	P.O.W. Ships	C.T.G. 79.4	Visual- See Com PhibsPac AL36-44, 13 Aug. 1944
1630 Daily	1600	Transport Area	Cargo Report	All Ships	C.T.G. 79.4 ComTransDivs	Note 5

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- Each of these phases requires a specific type of control set-up to handle the individual problems which are encountered in that phase. These three phases are treated separately below.

- ... effort to get to the nearest
... Vessel and carry on from t
... DIVISION CONT
(375) - Price of ... to as
... departure. Using ...
... a guide, take correct station and

CONTROL PLAN

remain underway and keep on correct station

- (d) SC 632 (SPARE CONTROL VESSEL) - Close CAMBRIA and lie-off awaiting further orders. In the event of casualty to one of the assigned control vessels, SC 632 will be ordered to take over duties of the casualty vessel, and hence will be expected to be familiar with the duties of the other control vessels as listed above and elsewhere in this annex. While lying-to near CAMBRIA, SC 632 will take care not to interfere with forming up of boat waves of ships nearby.
- (e) PCE(R) 852 and PCE(R) 853 - will take stations initially during assault as shown on sheet 2 to Appendix 5 to annex "A" to Com PhibGrp 6 Attack Order No. A605-44, and will be prepared to carry out missions set forth in paragraphs 2(1) and 2(n) to Annex "F" (Medical Plan) to C.T.F. 79 Attack Plan No. A305-44.
5. On arrival target area LCI(G)s and LCI(M)s allocated to lead in the assault waves will take stations one hundred yards and fifteen hundred yards respectively, inshore of Line of Departure for their allocated beaches and will be on these assigned stations not later than JIG minus FORTY-FIVE minutes. Station assignments are shown in Boat Wave and Line of Departure Diagram, Appendix 2 to this annex. Thereafter operate as directed in "Phase A" of this control plan.
6. Upon arrival of transports and LSTs in transport and LST area, other control craft will be hoisted out promptly and proceed as follows:
- (a) LCC 48 (on ALCYONE) - report to CAMBRIA and embark Lieutenant GROVES of Commander Transport Division EIGHTEEN staff and proceed to proper station on ORANGE Beach ONE Line of Departure as directed by that officer.
- (b) LCC 52 (on MONROVIA) - embark Lieutenant THOMAS, MONROVIA boat group commander, and report to CAMBRIA; thence proceed with LCC 48 and take proper station on GREEN Beach TWO Line of Departure.
- (c) LCC 50 (on KNOX) - embark boat group commander as directed by Commander Transport Division THIRTY and proceed to proper station on GREEN Beach ONE Line of Departure.
- (d) LCC 53 (on CLAY) - embark boat group commander as directed by Commander Transport Division TEN and proceed to proper station on ORANGE Beach TWO Line of Departure.
- LCVPs (Boats (LCV(P))) - will be supplied by LSTs; wave guide officers (wave guide officers will be transferred to assault area). On arrival in LST area WILLIAM, assault units will hoist out wave guide boats with wave guide

CONTROL PLAN

officers embarked and they will operate as outlined in following parts of this Control Plan, forming up the initial LVT assault waves in accordance with Appendix 1 to this annex. One of the wave guide boats (to be designated later) from each LST in the assault units (except LST 1013) will, as soon as his assigned LVT wave has landed on the beach, return immediately to his parent LST to assist in handling pontoon causeways carried by his LST.

- (f) Tenders are allocated two to each Transport Division Control vessel (PC 1600 and PC 1601) and one to the group control vessel (PC 1603). See "Special Boats to be Furnished Table", Appendix 1 to annex "A" to this order. These tenders when hoisted out will report to respective division flagships for further dispatch to designated control vessels. They will be used by the control officers as may be necessary in forming up assault waves and to assist in collecting, forming up and despatching the so-called eighth wave, which consists of LVTs, DUKWs, and boats with high priority supplies, beach parties, shore parties etc., embarked. Later these tenders will be used by group control vessel and beachmasters during unloading phase as general utility boats and to assist in traffic control as necessary.
- (g) Salvage Boats are allocated one to each battalion beach, a total of four initially. See "Special Boats to be Furnished", Appendix 1 to annex "A" to this order. These boats will contain salvage personnel and gear. In addition they will carry a portion of the medical section of the assault beach party for their beach (one medical officer and four corpsmen) and will, upon arrival at Line of Departure for assigned beach, follow the third wave (last LVT wave) to their respective beaches, standing by off the beach to render initial first aid to casualties returning in assault wave boats and to carry out salvage duties. When their respective beach parties are landed (following the seventh wave), the medical sections in the salvage boats will land also (if not called to beach before this). Should salvage duties of these boats prevent medical personnel from carrying out their duties efficiently, the medical personnel may be transferred to the nearest wave guide boats and carry out their duties from the wave guide boats until landed on the beach.
- () Special Maintenance LVTs are carried in assault LSTs and will be supplied by the Army (three for each regimental beach). They will be marked as "Free" boats with a ZERO numbered boat sign. Special Maintenance LVTs will follow the third (last) LVT wave to the beach and render assistance to broken down LVTs enroute to the beach. Towing assistance will be rendered by salvage boats furnished by the Navy if necessary.

CONTROL PLAN

II. PHASE A - CONTROL FOR LANDING ASSAULT ELEMENTS

1. The General Scheme for the Line of Departure set-up in this phase is shown diagrammatically in Appendix 2 to this annex. The duties of each of the control elements during this phase are set forth below.

A. Group Control Vessel (PC 1603).

Embarks group control officer and party from CAMBRIA and then takes station initially in area between LST Assault Units to seaward of Line of Departure. This vessel is free to move as desired by group control officer.

(1) Control Personnel Embarked:

- (a) Group control officer and Transport Group BAKER beachmaster (one person) with assistants.
- (b) Division T.Q.M. (Army).
- (c) Communication officer and team.
- (d) The Transport Group flagship will place one pharmacist's mate on board the group control vessel to assist in handling paper work connected with casualty evacuation.

(2) Flies Zero Flag.

(3) Duties:

- (a) In general control of assembly, formation and dispatch of initial scheduled assault waves.
- (b) Ascertains that Lines of Departure are correctly established.
- (c) Supervises formation of LCI(G)s in approach lane to shoreward of Line of Departure.
- (d) Gives time check to all control vessels prior to dispatch of first wave.
- (e) Keeps Commander Transport Group BAKER informed and advises him if change in JIG Hour is considered necessary or desirable.
- (f) Notifies control vessels of time of JIG Hour.
- (g) Makes preparatory signal for first wave by hoisting ONE flag at both yard arms, paralleled by radio, at least four minutes prior to dispatching. Orders Transport Division control vessels to dispatch first wave by voice circuit and hauling down the ONE flag at both yardarms.
- (h) Checks on dispatch of remaining waves.

B. Transport Division Control Vessels (PCs 1600 and 1601).

Immediately upon arrival at objective (and when released from screen) take position on assigned station on Line of Departure

CONTROL PLAN

(anchor if practicable). It is absolutely imperative that control vessels get to their proper station on Line of Departure in the shortest time possible. There must be no delay here.

(1) Control Personnel embarked in each:

- (a) Transport Division control officer (from Staff of Commander Transport Division) and communication personnel.
- (b) Army logistical and tactical personnel as detailed by Division and Regimental Commanders.
- (c) Transport Division beachmaster - initially. (Each transport division is providing two suitable landing craft to serve as tenders to the transport division control vessel while forming up and dispatching assault waves. One of these boats will then be made available to the transport division beachmaster to assist him in carrying out his duties. This tender will have communication personnel and equipment for transport division beachmaster embarked)
- (d) Army LVT liason officer.

(2) Fly solid color flag at masthead corresponding to color of respective beaches.

(3) Duties:

- (a) In general charge of control operations in respective regimental areas, under group control officer.
- (b) Assist in stationing assault waves near Line of Departure. (Tenders to be used as necessary in this operation).
- (c) Advises Transport Division Commander in case of non-arrival of allocated LCCs with their control personnel.
- (d) Advises group control officer of any developments that may necessitate a change in JIG Hour.
- (e) Secures a time check and confirmation of JIG Hour from group control officer. (These to be secured before JIG minus FORTY-FIVE minutes and passed on to LCCs and other control elements on each beach).
- (f) Hoists numeral flag corresponding to wave number at both yardarms to call desired wave to Line of Departure.
- (g) Dispatches first wave by hauling down ONE flag when directed by group control officer over voice circuit. As a further check on this, the group control vessel will fly the ONE flag at both yardarms and haul down (execute) at the time group control officer directs the first wave to leave Line of Departure.
- (h) Calls up and dispatches succeeding waves in accordance with the time schedule given in appropriate plans, using appropriate numeral flags, as described in (f) and (g) above.

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- (i) Be prepared to control independently, on the time schedule should all higher control echelons be incapacitated. In case of casualty to group control officer before JIG Hour has been confirmed, request confirmation from Commander Transport Group BAKER.
- (j) Keeps Transport Division Commander and Transport Group Commander informed of all matters in which they are interested and concerned.
- (k) Furnishes a copy of the landing schedule (time of dispatching and landing) of assault waves to the assistant Transport Division control vessels on Line of Departure (use tender for this purpose) if they do not already have this information.
- (l) Forwards report received from LCCs on beaching conditions of LCV(P)s and LCMs (see paragraph 3(d) of this Landing Attack Order) to Commander Transport Group BAKER promptly. If these reports are not forthcoming from LCCs, ask for them until you get them.

C. Assistant Transport Division Control Vessels - (SC 1004, SC 1275 and SC 631).

Take proper station marking flanks and center of Line of Departure immediately upon arrival at objective (and when released from screen).

NOTE: SC 631 will mark center of Line of Departure at dividing line between GREEN and ORANGE Beaches as shown in Appendix 2 to this annex and will fly white flag with two green stripes on port yardarm and white flag with one orange stripe on starboard yardarm.

(1) Control Personnel Embarked:

(a) Communication officer and team.

(2) Flies white flag with vertical colored stripe (or stripes). One stripe for beach one, and two stripes for beach two. Stripes to be same color as beach to which control vessel is assigned (example: on GREEN Beach ONE, SC 1004 flies white flag with one vertical green stripe).

(3) Duties:

(a) Anchor on appropriate station on Line of Departure as shown in Line of Departure Diagram, Appendix 1 to this annex. Remain on this station until orders are issued by Commander Transport Group BAKER through the group control officer to dissolve the Line of Departure.

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CONTROL PLAN

- (b) Make certain that in taking stations the prescribed distance is obtained from the Division Control vessel (PC). It is imperative that proper distance be obtained so that assault waves may disperse to proper intervals and not be jammed up.
- (c) The commanding officer of these assistant Transport Division control vessels will serve as control officers of these vessels.
- (d) Follow the movements of the respective Transport Division control vessel (PC) in hoisting and executing numeral flags for dispatching assault waves (this must be done smartly and promptly).
- (e) Be prepared to take over control duties in calling up and dispatching assault waves in accordance with time schedule for your beach in the event of casualty to the Transport Division control vessel (each assistant control vessel will make certain prior to the operation that he has the landing schedule for the assault waves on his beaches).

D. LCI(G) and LCI(M) GUIDE VESSELS.

- (1) Fly white flag with appropriate vertical colored stripes (or cross) for beaches assigned (see Boat Wave and Line of Departure Diagram, Appendix 2 to this annex and paragraph C.(2) above).
- (2) Duties:
 - (a) Take stations to shoreward of Line of Departure and in boat lanes to assigned beaches. LCI(G) stations are located about one hundred yards to shoreward of Line of Departure and LCI(M) stations are about fifteen hundred yards to shoreward of Line of Departure (see Boat Wave and Line of Departure Diagram, Appendix 2 to this annex). You may check your position with control vessels.
 - (b) Maintain listening watch on proper radio channel and keep watch on control vessel for execution of ONE flag dispatching first wave.
 - (c) Upon signal dispatching first wave and when first wave arrives abreast of LCI(G), the LCI(G)s get underway for proper landing beach at four knots speed acting as guide for first wave.
 - (d) Maintain accurate course to the correct beach, altering course slightly as necessary in order to insure that first wave is led so as to arrive at the correct beach.
 - (e) When first wave arrives abreast of LCI(M)s, they get underway at four knots with first wave.
 - (f) LCI(G)s and LCI(M)s execute fire support mission as set forth in Annex "D" (Naval Gunfire Annex to ComPhibGrp 6 Attack Order No. A605-44).

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- (g) Stop three hundred yards short of the beach and maintain position, allowing the assault waves to pass between you and on to the beach.
- (h) When assault waves have passed and above fire support mission is completed, your duties in the control phase will have ceased and you will clear the boat lanes at the first opportunity, clearing to the flanks, and making certain that you do not interfere with incoming waves.

E. WAVE GUIDE BOATS - LCC, LCV(P).

Initially assist in forming up LVT waves discharged from LSTs in accordance with Appendix 2 to this annex. Then take stations as prescribed to lead in assault waves.

(1) Control Personnel and Material Embarked:

LCC

- (a) Special boat officer initially; later boat group commander from ship landing assault troops on respective beaches (see paragraph F.(3) (d) below).
- (b) Communication equipment.

LCV(P)

- (a) Wave guide boat officer.
- (b) Communication personnel and equipment.

(2) Fly on all guide boats the following flags, 3 feet on the hoist and 4 feet in length:

- (a) Beach GREEN ONE Guide Boats.
White flag with one vertical green stripe 9 inches wide on the vertical center line of flag.
- (b) Beach GREEN TWO Guide Boats.
White flag with two vertical green stripes 9 inches wide and 12 inches apart, equally spaced on both sides of vertical center line of flag.
- (c) Beach ORANGE ONE Guide Boats.
White flag with one vertical orange stripe 9 inches wide on the vertical center line of flag.
- (d) Beach ORANGE TWO Guide Boats.
White flag with two vertical orange stripes 9 inches wide and 12 inches apart, equally spaced on both sides of vertical center line of flag.

All wave guide boats will fly in addition to the above beach designation flags, appropriate numeral flag to show the number of the wave they are controlling.

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CONTROL PLAN

(3) Duties:

- (a) Form up LVT waves from LSTs in accordance with detailed plans contained in Appendix 1 to this annex and lead them to proper stations near and to seaward of the Line of Departure.
- (b) When waves have been formed up in proper position at Line of Departure, wave guide boat officers will keep waves in proper position and maintain constant watch on control vessel for signal calling their wave up to the Line of Departure. When called up, waves must move promptly so as to be ready to leave Line of Departure on schedule.
- (c) Guide assault waves from Line of Departure to beach. LCCs after assisting wave guide boats in forming up wave, will take station at center and ahead of first wave as shown in Boat Wave and Line of Departure Diagram, Appendix 2 to this annex. LCCs will lead first wave, when it is dispatched, up to the LCI(G)s and then drop back and take station ahead of second wave and lead it to the beach. LCCs will keep check to see that waves are being led to proper beach by LCI(G) guides.
- (d) Stop dead in water three hundred yards from beach and pass waves on toward beach. LCCs may maneuver to keep position off center of beach, but in doing so must not cause any diversion of LVTs and LCV(P)s from their prescribed route. Guide boats of succeeding LVT waves stop short of leading guides. Clear approach lanes as practicable to prevent interference with LVT and LCV(P) assault waves.
- (e) After LVT waves have landed, wave guide boats A, C, E and I from GREEN Beach assault LSTs and wave guide boats A, C, E and G from ORANGE Beach assault LSTs will return immediately to their parent LSTs. The other wave guide boats report to LCCs off their respective beaches to aid in traffic control and salvage work until arrival of Army J-boats and LCS boats from ASHLAND and LINDENWALF, at which time group control officer will return all LCV(P) guide boats not needed to parent LSTs.
- (f) LCCs will observe the landing of the assault waves of LCV(P)s and LCMs on their beaches and will report beaching conditions to Transport Division control vessels as called for in paragraph 3(f) to Annex "A" to this Landing Attack Order.

F. BOAT GROUP COMMANDERS AND BOAT WAVE OFFICERS.

In charge of LCV(P) assault waves from transports (fourth and succeeding waves). These wave officers will each be embarked in one of the boats of their LCV(P) LCM wave in accordance with standard practice; boat group commanders will be embarked in the boat usually provided him.

CONTROL PLAN

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(1) Control Personnel and Material embarked:

- (a) Boat wave officer or boat group commander as appropriate.
- (b) Communication equipment and radioman.

(2) Fly numeral flag corresponding to number of wave. Boat group commanders do not fly ZERO flag, but fly ROGER flag instead.

(3) Duties:

- (a) Form up LCV(P) and LCM waves at ship in accordance with standard doctrine and proceed to correct Line of Departure by boat group.
- (b) On arrival vicinity Line of Departure, each wave take proper station to seaward of Line of Departure as shown in Appendix 2 to this annex. If desired, waves may be kept in tight circles until called to Line of Departure, at which time they will then deploy.
- (c) Be alert for call up to Line of Departure and dispatch therefrom. On being dispatched from Line of Departure, lead wave to correct beach.
- (d) On reaching beach, boat group commanders of CUSTER, CALVERT, ARTHUR MIDDLETON and WILLIAM P. BIDDLE board LCCs off their respective beaches and take over duties assigned LCCs hereinafter, relieving the boat group commander and staff officers assigned to the LCCs during the assault phase.

PHASE B - CONTROL FOR LANDING RESERVE ELEMENTS

1. After all scheduled assault waves have been landed, the so-called eighth wave (described in paragraph (B)(2)(b) below) will be collected at Line of Departure, dispatched and landed on beaches on which they are scheduled to land. After landing this eighth wave, the reserve battalions will be formed up at the Line of Departure and dispatched, when ordered by proper Army authority (most probably the embarked RCT Commander) in accordance with prescribed landing schedule. The duties of each of the control elements in this phase are as follows:

A. Group Control Vessel (PC 1603 - mobile).

(1) Control Personnel Embarked:

Same as assault phase.

(2) Duties:

- (a) Supervises forming up at Line of Departure and dispatching of waves of reserve battalions.

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CONTROL PLAN

- (b) After landing of reserve battalions and when directed by Commander Transport Group BAKER, dissolves Line of Departure and orders withdrawal of PC 1600, PC 1601, SC 1004, SC 1375 and SC 631.
- (c) Directs control party and logistics party on PC 1601 and logistics party on PC 1600 to transfer to group control vessel (PC 1603) and then sets-up for general unloading.

B. Transport Division Control Vessels (PC 1600 and 1601).

(1) Control Personnel Embarked:

Same as assault phase.

(2) Duties:

- (a) Under group control officer, exercises control at Line of Departure.
- (b) Collects, forms up and dispatches "so called" eighth wave consisting of LVTs from assault LSTs and LINDENWALD, DUKWs from CATSKILL, and LCV(P)s from transports and reserve LST unit with beach parties and shore parties embarked. DUKWs from CATSKILL will fly a Red flag to distinguish them from artillery DUKWs launched by LSTs. The artillery DUKWs will not land with eighth wave, but will be held at Line of Departure until ordered in by RCT Commander or his representative.
- (c) Assembles LCV(P) waves of reserve battalion at Line of Departure and when ordered by proper Army authority, dispatches them to beach in accordance with prescribed time schedule..
- (d) After landing of reserve battalion and when directed by group control officer, control parties and logistic personnel transfer to PC 1603 as in A(2)(c) above. PC 1600 and PC 1601 will then be ordered by group control officer to withdraw and report to Commander Transport Group BAKER in CAMBRIA.

C. Assistant Transport Division Control Vessels (SC 1004, SC 631 and SC 1375).

(1) Control Personnel Embarked:

Same as assault phase

(2) Duties:

- (a) Remain on station at Line of Departure until after reserve battalions have been landed, at which time the group control officer will order SC 1004, SC 631 and SC 1375 to

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ANNEX "B" TO C.T.G. 79.4 LANDING ATTACK ORDER NO. 2

CONTROL PLAN

withdraw and report to Commander Transport Group BAKER
in CAMBRIA.

D. Guide Boats LCC, LCV(P) - operate off respective battalion beaches.

(1) Control Personnel Embarked:

Same as assault phase.

(2) Duties:

- (a) LCCs will, after assault waves have landed, take station off the center of their respective battalion beach to act as marker for the incoming eighth wave and waves of the reserve battalions. They will also exercise control over landing of incoming high priority cargo, making certain beaches are prepared to receive boats with cargo before landing and that necessary salvage boats are standing by and ready to assist as needed.
- (b) LCV(P) guide boats (except those designated to return to parent LST) aid as directed by LCCs in controlling boat traffic and in salvage work.

PHASE C - CONTROL DURING UNLOADING PHASE

1. After the reserve battalions have been landed, the Line of Departure dissolved, the beaches secured and the order given to commence general unloading, cargo rendezvous circles will be set up as described in the Beachmaster Plan, Annex "C" to this order, off each battalion beach, and a competent control officer (in a wave guide boat, initially, later in Army J-boat) will be placed in charge of each cargo circle (two Army J-boats and two LCS boats from ASHLAND and LINDENWALD (total four) will report to group control vessel shortly after JIG Hour. These J-boats will be substituted for LCV(P) guide boats during unloading phase in order to release LCV(P)s for unloading. Wave guide officers will transfer from LCV(P)s to J-boats and LCS boats when directed by group control officer.) The boat group commander in the LCC will be responsible for setting up the prescribed circles off his beach. The LCCs will remain on their stations off the center of their respective beaches and will direct incoming boats either to land (if beach can handle them) or to proceed to proper cargo circle and await orders to land.
2. All boats arriving off the beach will report first to the group control vessel (PC 1603), where the coxswain will deliver a copy of his cargo ticket and receive orders as to where to take his cargo.
3. On being directed in to unload, the coxswain will report to the appropriate LCC (boat group commander) who will direct him to proper landing point on the beach (if landing point is available) or to cargo circle

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ANNEX "B" TO C.T.G. 79.4 LANDING ATTACK ORDER NO. A22-44

CONTROL PLAN

to await orders to land (as soon as landing space on beach is available). See the Ship-to-Shore Movement, Annex "A" to this order for details on use of the cargo unloading ticket and the Beachmaster Plan, Annex "C" to this order, for instructions on the unloading phase.

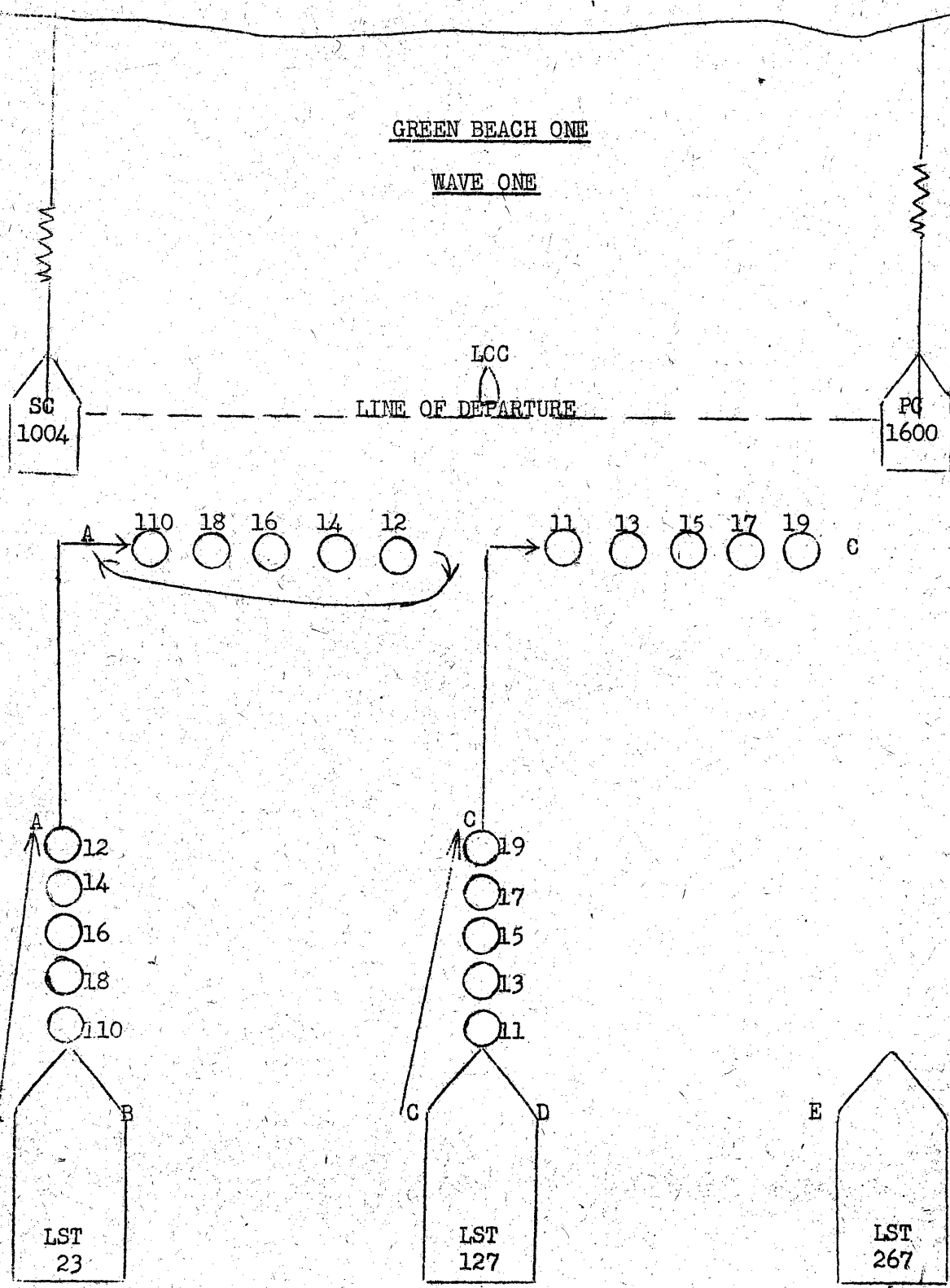
Appendix 1. LVT Wave Formation Diagrams

Appendix 2. Line of Departure Diagram

Appendix 3. Intership Transfer of Control Personnel

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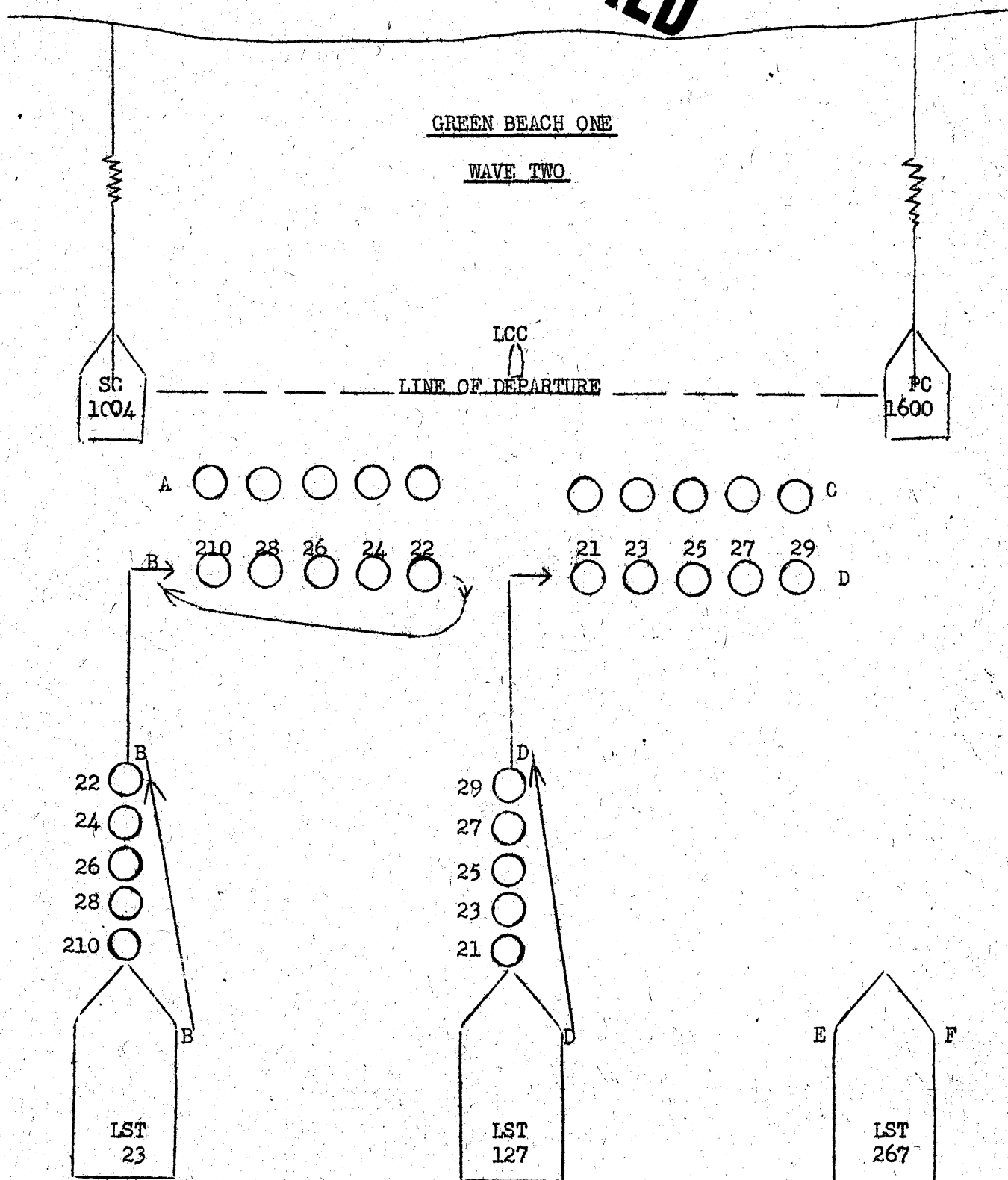


Wave guide A forms five (5) LVTs into column in order shown and leads them up left flank to a position 100 yards seaward of Line of Departure, executes column right bringing LVTs in proper position. A then takes station on left flank of wave.

Wave guide C forms five (5) LVTs into column in order shown and leads them up center of boat lane to a position 100 yards to seaward of Line of Departure, executes column right bringing LVTs into proper position. C then takes station on right flank of wave.

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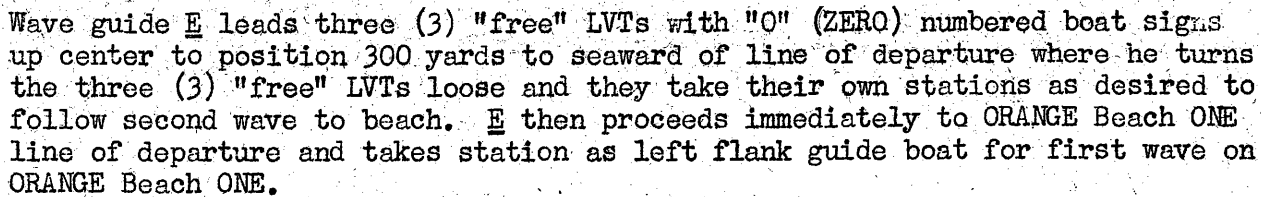


Wave guide B forms five (5) LVTs into column as shown and leads them up left flank to a position 200 yards to seaward of Line of Departure, executes a column right bringing LVTs into position. B then takes station at left flank of wave.

Wave guide D forms five (5) LVTs into column as shown and leads them up center of boat lane to a position 200 yards to seaward of Line of Departure, executes a column right bringing LVTs in position. D takes station on right flank of wave.

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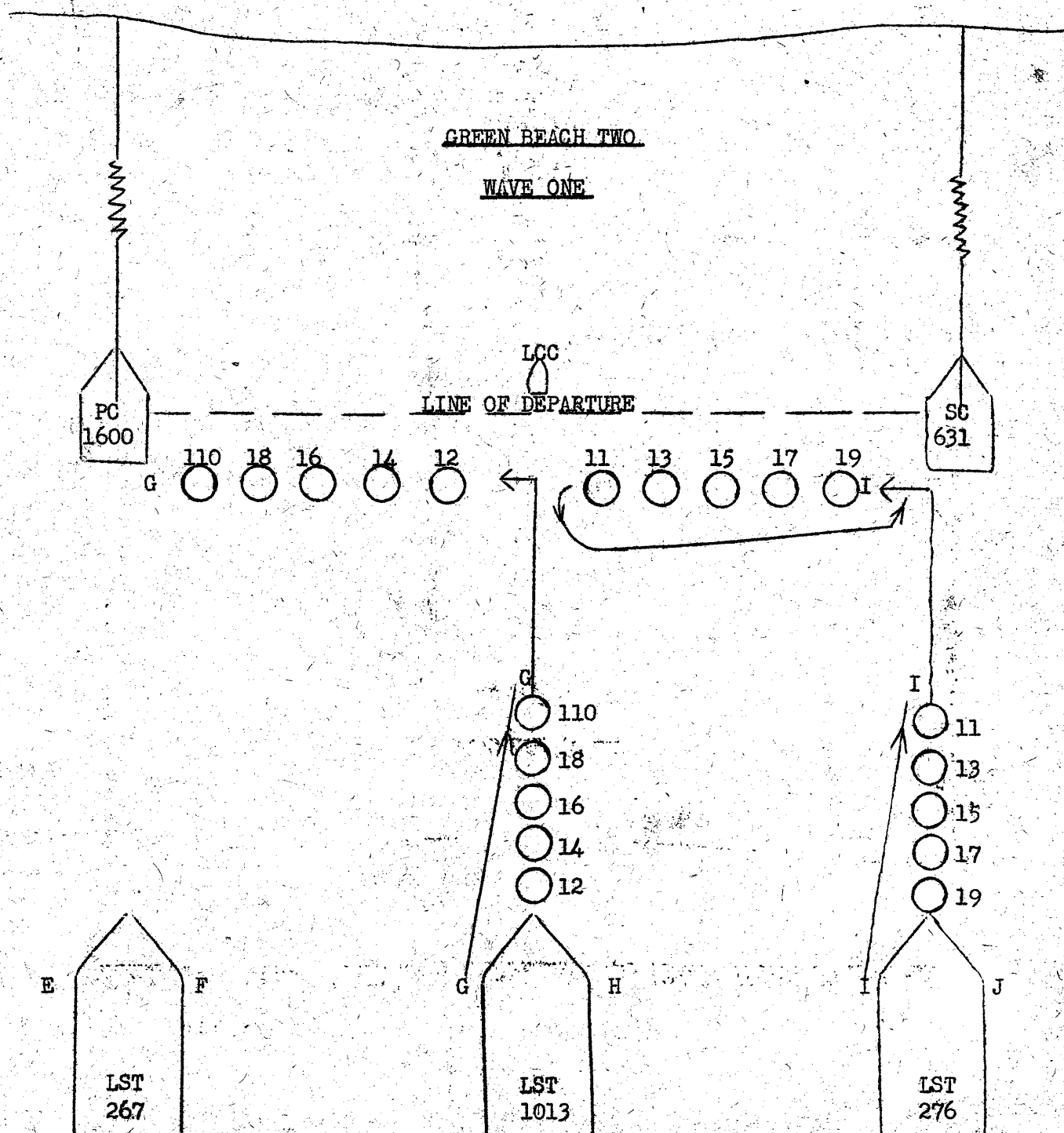
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APPENDIX 1 TO ANNEX "B" TO CTG 79.4 LANDING ATTACK REF NO. A22-44

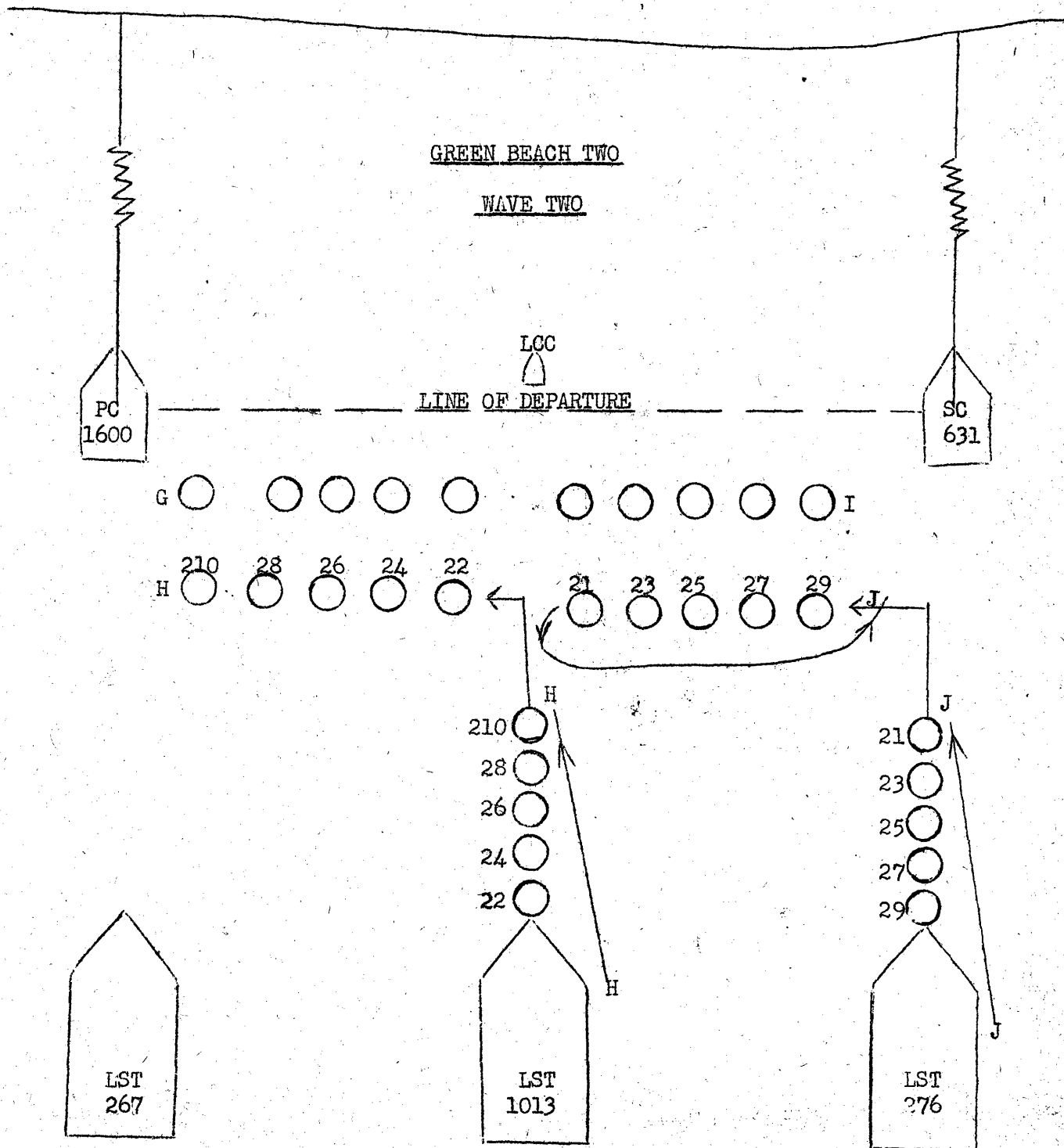


Wave guide G forms five (5) LVTs into column as shown and leads them up center of boat lane to a position 100 yards to seaward of Line of Departure, executes column left bringing LVTs into position. G takes station on left flank of wave.

Wave guide I forms five (5) LVTs into column as shown and leads them up right flank of boat lane to a position 100 yards to seaward of Line of Departure, executes column left bringing LVTs into proper position. I then takes station on right flank of wave.

APPENDIX 1 TO ANNEX "B"
(GREEN BEACH TWO - WAVE ONE)
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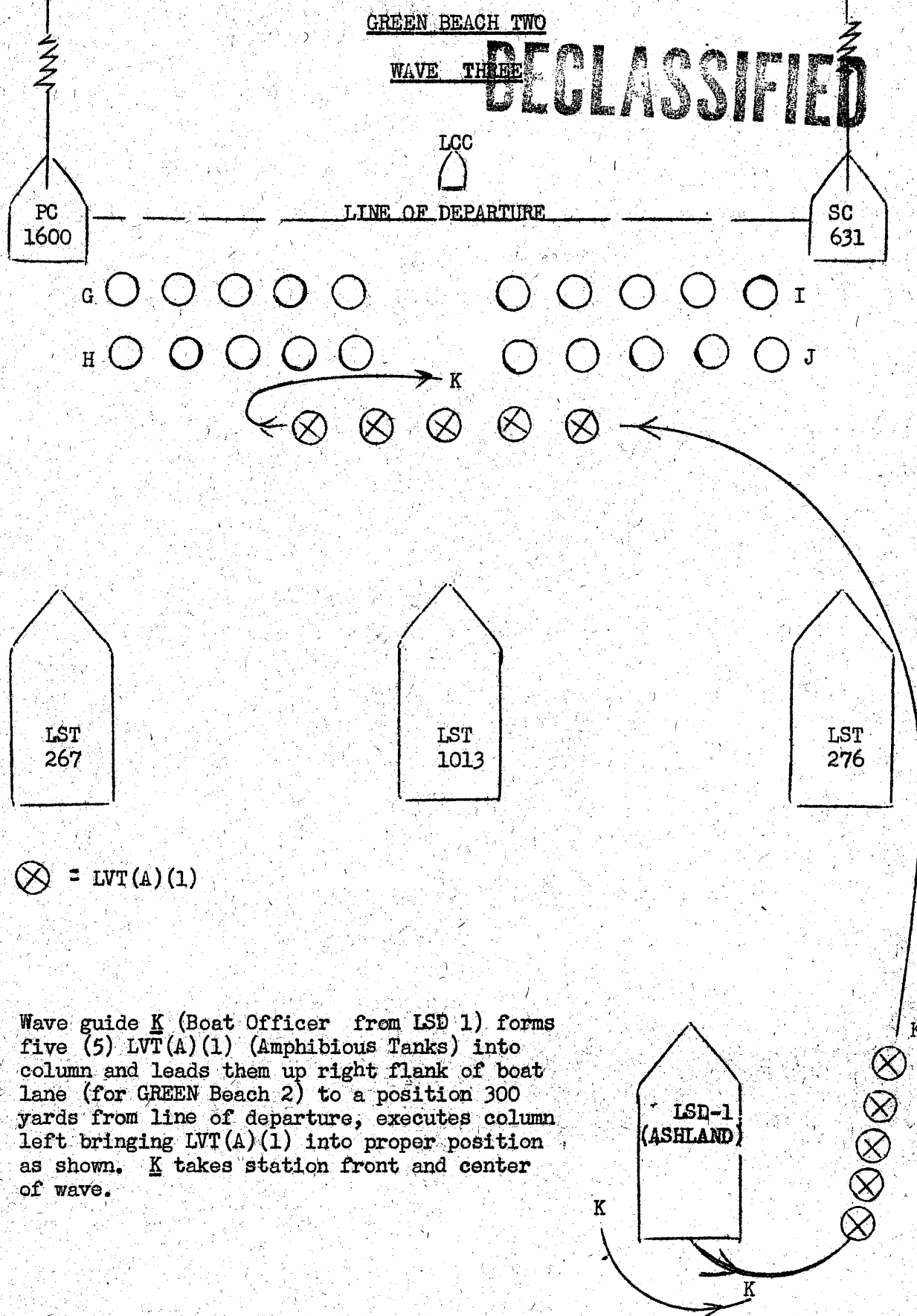
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Wave guide H forms five (5) LVTs into column as shown and leads them up center of boat lane to a position 200 yards to seaward of Line of Departure, executes column left bringing LVTs into proper position. H takes station on left flank of wave.

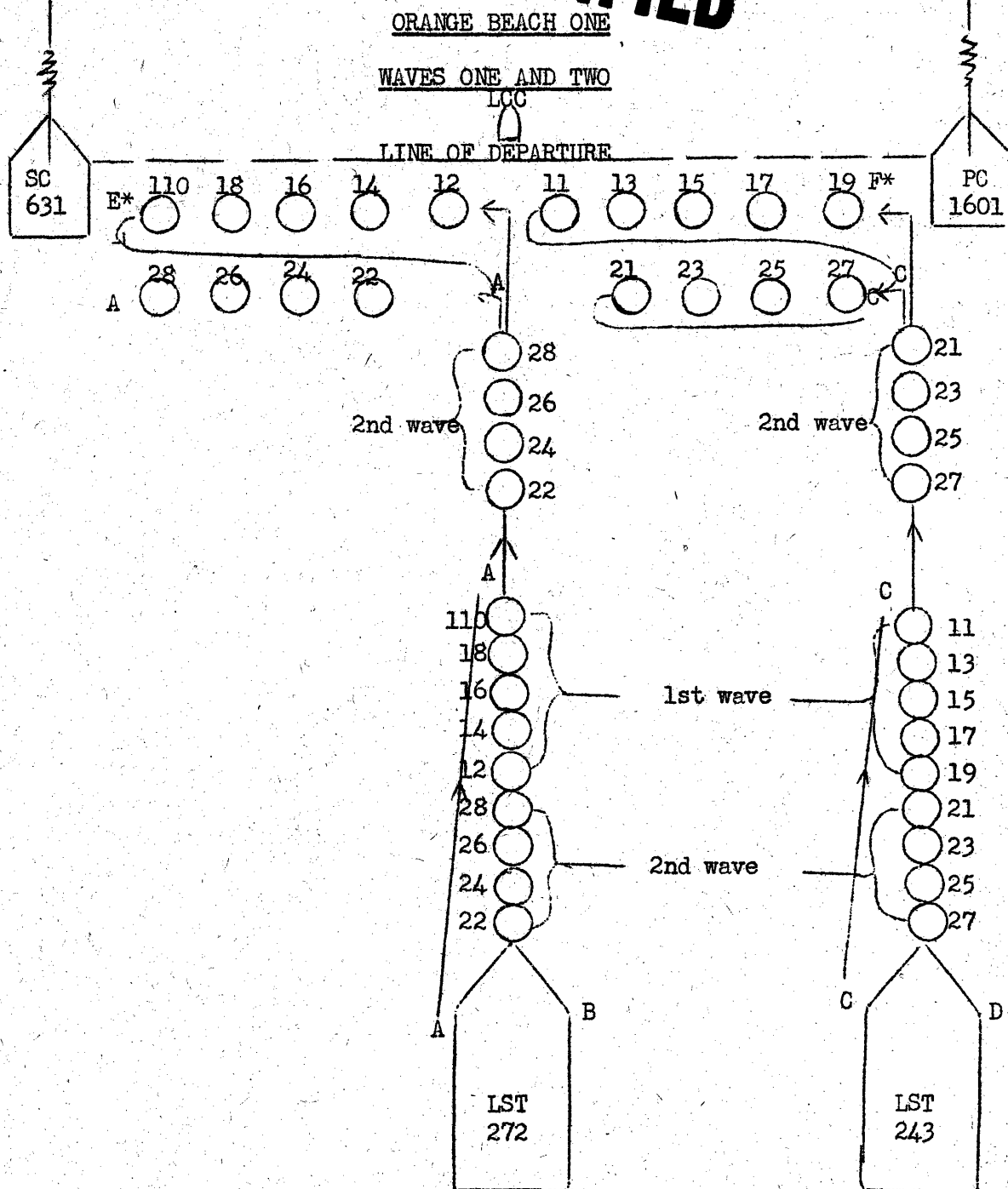
Wave guide J forms five (5) LVTs into column as shown and leads them up right flank of boat lane to a position 200 yards from Line of Departure, executes column left bringing LVTs in proper position. J then takes station on right flank of wave.

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(GREEN BEACH 2-WAVE 2)



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Wave guide A forms nine LVTs (5 from 1st wave and 4 from 2nd wave) into column as shown and leads them up center of boat lane to a position 200 yards from line of departure where four LVTs from 2nd wave stop and lie-to. A leads five LVTs from 1st wave on up to a position 100 yards from line of departure, executes column left bringing LVTs into proper position. A then returns to four LVTs from 2nd wave and executes column left with them bringing them into proper position 100 yards to seaward of 1st wave. A then takes station on left flank of 2nd wave.

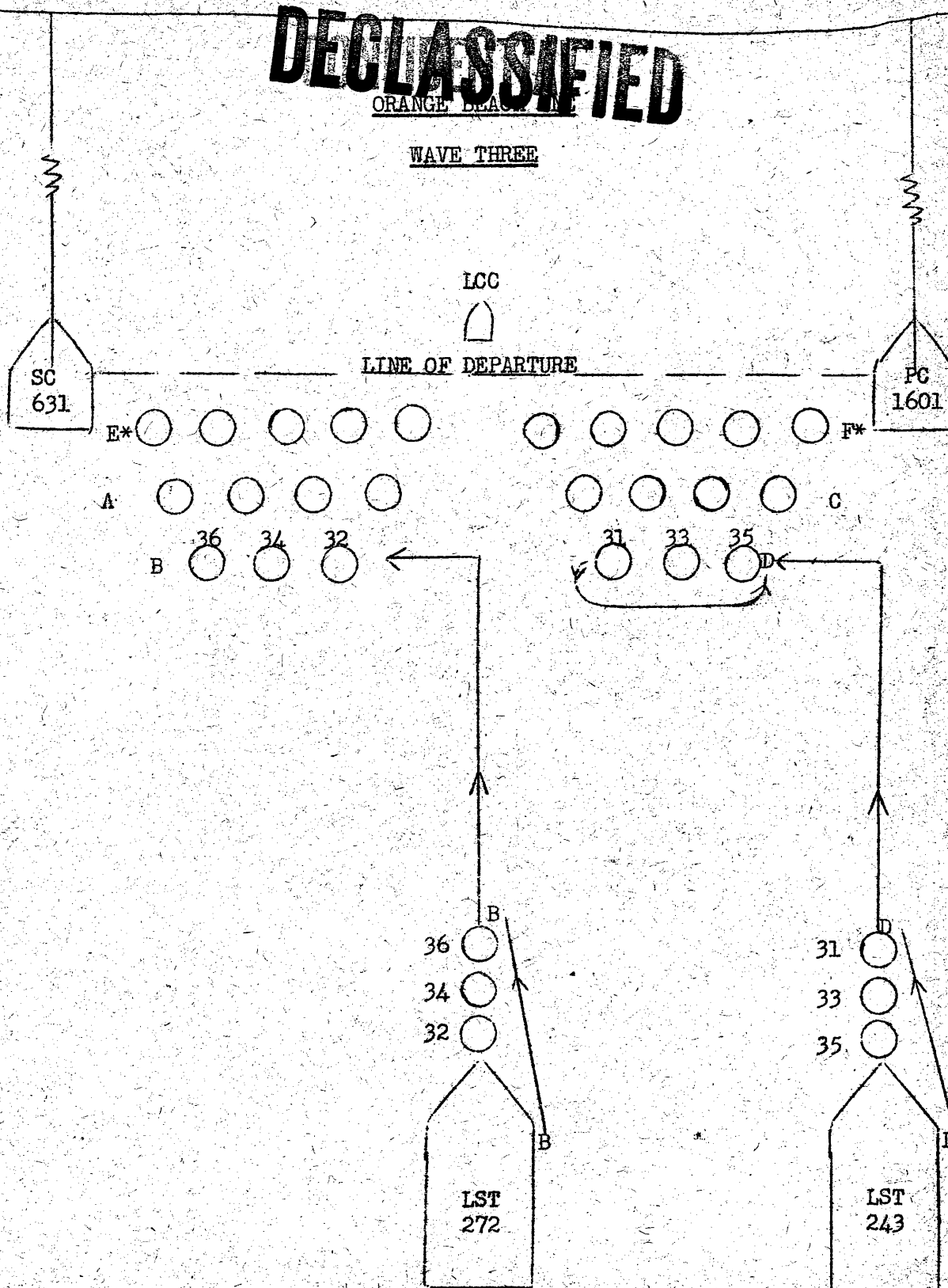
Wave guide C forms nine LVTs (5 from 1st wave and 4 from 2nd wave) into column as shown and leads them up right flank to position 200 yards from line of departure where four LVTs from 2nd wave stop and lie-to. C leads five LVTs from 1st wave on up to a position 100 yards from the line of departure, executes column left bringing LVTs into proper position. C then returns to four LVTs from 2nd wave and executes column left with them bringing them into proper position 100 yards to seaward of 1st wave. C then takes station on right flank of 2nd wave.

*First wave of LVTs, upon being left at line of departure by wave guide boats, will be controlled by LCC on station at line of departure until arrival of wave guides E and F from LST 267 on GREEN Beach.

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ORANGE BEACH

WAVE THREE



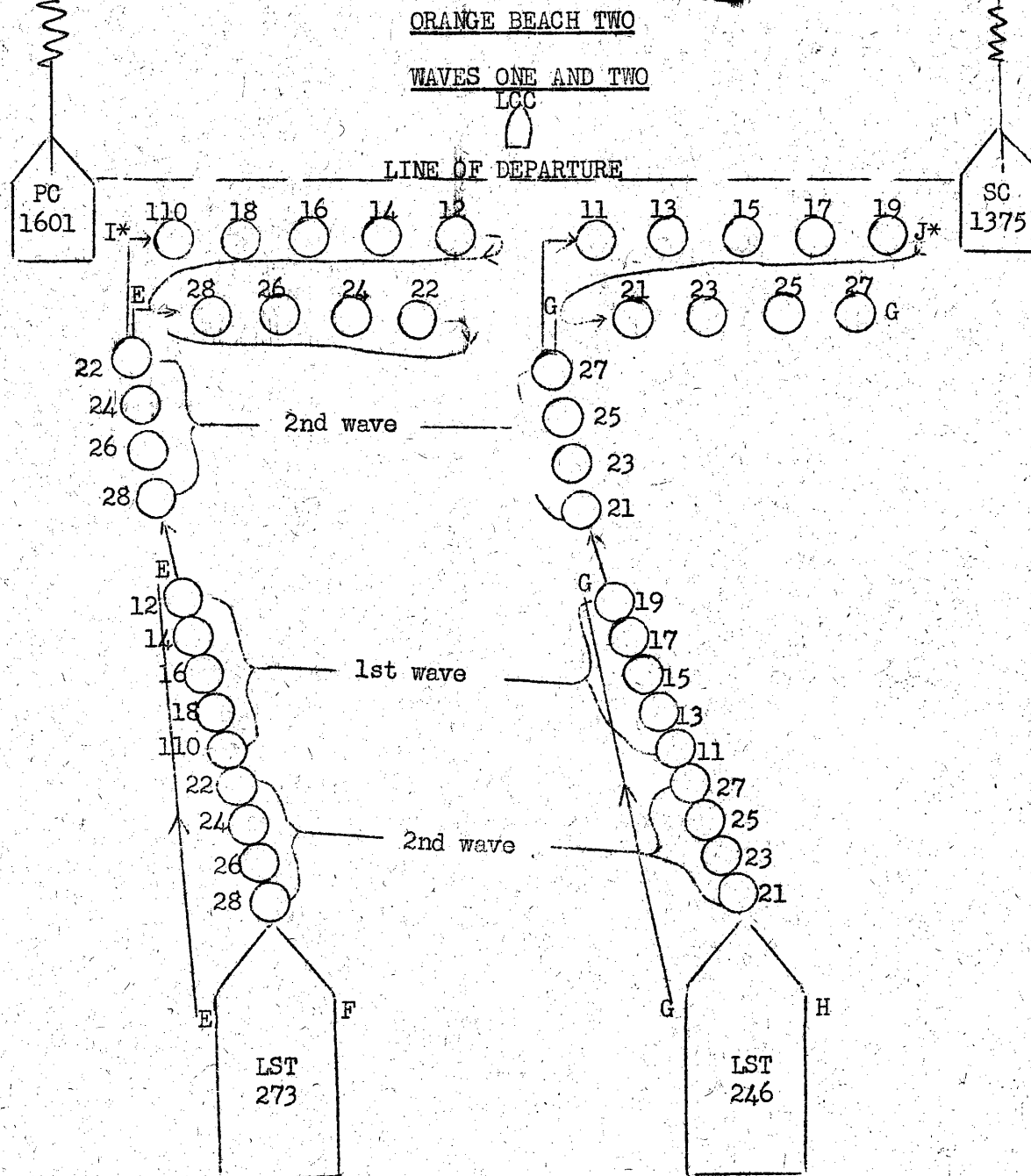
Wave guide B forms three LVTs into column as shown and leads them up center of boat lane to a position 300 yards to seaward of line of departure, executes column left bringing LVTs into position as shown. B then takes station on left flank of wave.

Wave guide D forms three LVTs into column as shown and leads them up right flank of boat lane to a position 300 yards from line of departure, executes column left bringing LVTs in proper position. D then takes station on right flank of wave.

* Wave Guide E and F from GREEN Beach LST 267

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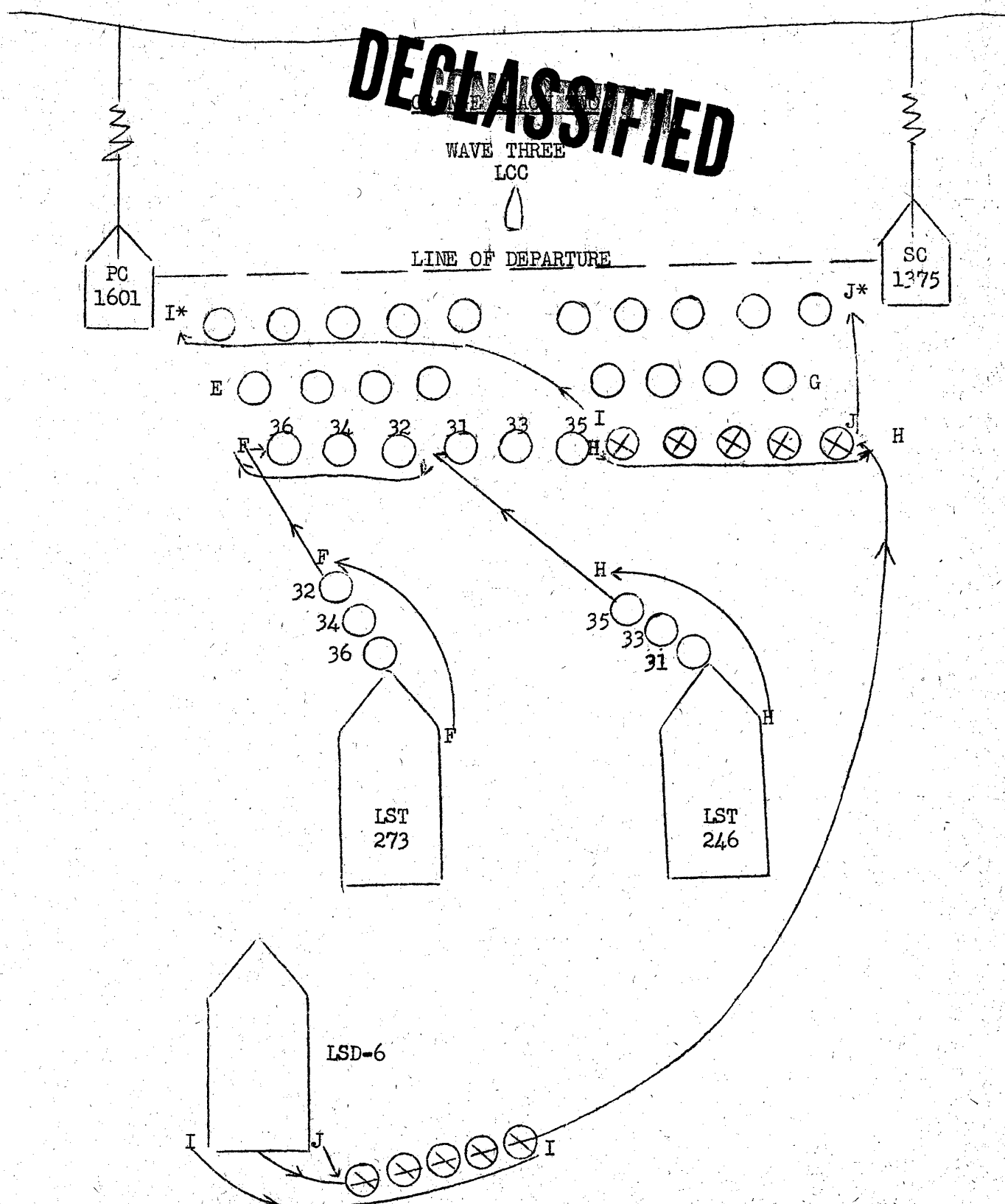


Wave guide E forms nine LVTs (5 from 1st wave and 4 from 2nd wave) into column as shown and leads them up left flank of approach lane to a position 200 yards from line of departure where four LVTs from second wave stop and lie-to. E leads the five LVTs from first wave on up to a position 100 yards to seaward of line of departure, executes column right bringing LVTs into proper position. E then returns to second wave and executes column right bringing them into proper position as shown. E then takes station on left flank of second wave.

Wave guide G forms nine LVTs (5 from 1st wave and 4 from 2nd wave) into column as shown and leads them up center of approach lane to a position 200 yards to seaward of the line of departure where four LVTs from second wave stop and lie-to. G then leads the five LVTs from first wave on up to a point 100 yards to seaward of line of departure, executes column right bringing LVTs into proper position. G then returns to second wave, executes column right with them bringing them into proper position. G then takes station on right flank of second wave.

* First wave LVTs, upon being left at line of departure by wave guide boats, will be controlled by LCC which is on station on line of departure until guide boats I and J from LINDENWALD arrive and take over first wave.

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Wave guide F forms three LVTs into column as shown and leads them up left flank of approach lane to a position 300 yards from line of departure, executes column right bringing LVTs into position. F then takes station on left flank of the wave.

Wave guide H forms three LVTs in column as shown and leads them up center of approach lane to a position 300 yards from the line of departure, executes column right bring LVTs in position as shown. H then moves to right flank and takes station outboard of LVT(A)(1)s from LINDENWALD which are part of third wave.

Wave guides I and J (from LINDENWALD) form five LVT(A)(1)s into column and lead them up right flank of approach lane to ORANGE Beach 2 to a position 300 yards from line of departure, execute column left bringing LVT(A)(1)s into proper position on right flank of 3rd wave as shown. I and J then take station on left and right flanks, respectively, of the 3rd wave as shown. 2 as shown.

INTER-SHIP TRANSFER OF CONTROL PERSONNEL

1. To be transferred at staging area:

From	To	Personnel Transferred	Remarks
CLAY	PC 1601	TransDiv 10 Control Officer (Lt. EGGEMAN); Control Communication Officer (Lt. (jg) GROH) and communication team.	
KNOX	PC 1600	TransDiv 30 Control Officer (Lieut. ROGERS).	
CAMBRIA	PC 1600	Control Communication Officer (Ensign ROUNTREE) and communication team.	
CAMBRIA	PC 1603	Control Communication Officer (Lt. (jg) SCHRAMM) and communication team.	
KNOX	SC 1004	Control communication team of two men.	
KNOX	SC 631	Control communication officer (Lieut. STANLEY) and two men.	
KNOX	SC 1375	Control communication team of two men.	
CUSTER	IST 23	Wave guide boat officers, Lt. (jg) H. J. FIELDS and Lt. (jg) R. X. SMITH.	With communication personnel and radio equipment.
CUSTER	IST 127	Wave guide boat officer, Lt. (jg) S. D. PALMER.	With communication personnel and radio equipment.
KNOX	IST 127	Wave guide boat officer, Ens. NEELY.	With communication personnel and radio equipment.
KNOX	IST 267	Wave guide boat officers, Ens. ZITZMANN and Ens. OBERLY	With communication personnel and radio equipment.
KNOX	IST 1013	Wave guide boat officers, Ens. STANLEY and Ens. DEWEY.	With communication personnel and radio equipment.

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APPENDIX 3 TO ANNEX "B" TO C.T.G. 79.4 LANDING BEACH REFERENCE NO. A22-44

INTER-SHIP TRANSFER OF CONTROL PERSONNEL

From	To	Personnel Transferred	Remarks
CALVERT	LST 276	Wave guide boat officers, Ens. SCHUSTER and Ens. MALDONADO	With communication personnel and radio equipment.
CLAY	LST 272	Wave guide boat officers, Lt. (jg) STEWART and Lt.(jg) THOMAS	With communication personnel and radio equipment.
CLAY	LST 243	Wave guide boat officer, Lt. (jg) BECK	With communication personnel and radio equipment.
BIDDLE	LST 243	Wave guide boat officer, Ens. SHEARER	With communication personnel and radio equipment.
BIDDLE	LST 273	Wave guide boat officers, Ens. SALISBURY and Ens. SAUNDERS.	With communication personnel and radio equipment.
MIDDLETON	LST 246	Wave guide boat officers, Lt. (jg) KITTS and Ens. FLADGER.	With communication personnel and radio equipment.

2. To be transferred at target area (immediately upon arrival in transport area):

From	To	Personnel Transferred	Remarks
CLAY	PC 1601	TransDiv Beachmaster (Lieut. COOK) and party; Army Group Embarkation Officer (Lieut. WINSTON); Army LVT Liaison Officer.	Sent to PC 1601 in TD 10 Beachmaster's tender.
BIDDLE	PC 1601	Army Boat Control Officer (Lieut. BAKER)	Send to PC 1601 with Boat Group Commander when assault LCV(P) waves sent in.
LINDENWALD	PC 1601	C.O., Co. D 594th Engrs. (Capt. KENNEDY)	Send to PC 1601 in LCS

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APPENDIX 3 TO ANNEX "B" TO C.T.G. 72.0 LANDING ATTACK ORDER NO. A22-44

INTER-SHIP TRANSFER OF CONTROL PERSONNEL

From	To	Personnel Transferred	Remarks
KNOX	PC 1600	TransDiv 30 Beachmaster's party; Army Group Embarkation Officer (Capt. BURKHEIMER); Army LVT liaison officer.	Send to PC 1600 in TD 30 Beachmaster tender.
CUSTER	PC 1600	Army Boat Control Officer (Capt. SPINELLA)	Send to PC 1600 in Boat Group Commander boat when LCV(P) waves sent in.
ASHLAND	PC 1600	C.O., Co. F 594th Engrs. (Capt. PIERSON)	Send to PC 1600 in J-boat.
CAMBRIA	PC 1603	Group Control and Beachmaster Personnel (Capt. GUILLOT; Comdr. SLIMMONS; Lieut. NISBET; Lt. (jg) PALMER; Lt. (jg) STONE). S.P. Exec. Officer, Lt. Col. FARRELL; Liaison Officer Maj. LEWEY; Beach Control Officer, Maj. MAITLAND; Boat Control Officer, Maj. OLSEZYSKI; Army Division TQM, Maj. RASOR; one hospital corpsman.	PC 1603 close CAMBRIA on arrival in transport area; personnel will be transferred by tender.

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NOTE:
1. One salvage boat for each beach (4boats) will arrive at Line of Departure from transports and take station to seaward of Third Wave and follow Third Wave to beach where they assume salvage duties.
2. CUSTER, CALVERT, MIDDLETON and BIDDLE will boat rear elements of Navy Beach Parties (2boats per ship) and dispatch them with respective boat waves to land immediately after the seventh wave.

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Air Strip

PILOTS BARRACKS

RADIO STATION

HIGH SCHOOL

CAPITOL

AUDITORIUM

GREEN BEACH

ORANGE BEACH

ONE

TWO

ONE

TWO

LCI(G)465 LCI(G)373 LCI(M)755 LCI(M)660 LCI(G)372 LCI(G)451 LCI(G)366 LCI(M)754 LCI(G)475 LCI(G)467 LCI(G)439 LCI(M)659 LCI(G)440 LCI(G)461 LCI(G)462 LCI(M)658 LCI(M)974 LCI(G)472 LCI(G)464

APPEARANCE OF FIRST WAVE APPROACHING LINE 300 YDS. FROM BEACH

LEGEND

- (F) - FREE BOAT
- - LCVP
- - LVT
- ⊠ - LVT(A)
- ⊞ - LCM
- ⊡ - LCT

LCI(M)755 LCI(M)660
LCI(M)'S INITIAL POSITIONS 1500 YDS. IN FRONT OF LINE OF DEPARTURE. PROCEED TOWARD BEACH WHEN 1ST WAVE IS ABEAM.

LCI(G)465 LCI(G)373 LCI(G)372 LCI(G)451 LCI(G)366 LCI(G)475 LCI(G)467 LCI(G)439 LCI(G)440 LCI(G)461 LCI(G)462 LCI(G)472 LCI(G)464
LCI(G)'S INITIAL POSITIONS 100 YDS. IN FRONT OF LINE OF DEPARTURE. PROCEED TOWARD BEACH WHEN 1ST WAVE IS ABEAM.

625 YARDS

625 YARDS

625 YARDS

625 YARDS

IST WAVE DEPARTS LINE OF DEP. AT JIG MINUS 30 MIN. SC 1004 LCC PC 1600 SC 631 LCC PC 1601 SC 1375 LANDS AT JIG HOUR

LANDS AT J PLUS 3 MIN. 2ND WAVE 3RD WAVE 4TH WAVE 5TH WAVE 6TH WAVE 7TH WAVE
LANDS AT J PLUS 6 MIN. (F) (F) (F)
LANDS AT J PLUS 9 MIN. (F) (F) (F)
LANDS AT J PLUS 19 MIN. (F) (F) (F)
LANDS AT J PLUS 24 MIN. (F) (F) (F)
LANDS AT J PLUS 29 MIN. (F) (F) (F)

PC 1603
GROUP CONTROL SHIP (MOBILE)

DE 412
LST GROUP COMMANDER (MOBILE)

NOT TO SCALE
NOT FOR NAVIGATION

APPENDIX 2 to ANNEX BAKER to COMTRANSRON 12
Landing Attack Order A22-44
BOAT WAVE
and
LINE OF DEPARTURE DIAGRAM

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ANNEX "C" TO C.T.G. 79.4 LANDING ATTACK ORDER NO. 1

BEACHMASTER PLAN

I. Beach Party and Salvage Boat Assignment

1. In the initial assault phase beach parties and salvage boats are assigned as follows:

Transport Division THIRTY to GREEN Beaches:

CUSTER to GREEN ONE
CALVERT to GREEN TWO

Transport Division TEN to ORANGE Beaches:

ARTHUR MIDDLETON to ORANGE ONE
WILLIAM P. BIDDLE beach party to ORANGE TWO
CLAY Salvage Boat to ORANGE TWO

2. Forward echelons, consisting of assistant beachmaster, two radiomen and two signalmen carrying one SCR 610 radio, two SCR 536 radios and a set of signal flags shall be boated and go in with the forward elements of the shore party reconnaissance team in the fourth wave (first LCV(P) wave).
 - (a) Great care shall be taken in waterproofing all radio equipment. Sew it in canvas and dip the whole in tar or asphaltum, place it in a tin container and solder water-tight or use any other method of equal effectiveness, but assure yourselves that you are going to get ashore with radios in operable condition, as absolutely no excuse is going to be accepted for having a water-logged radio.
 - (b) Know personally the officer in charge of the shore party reconnaissance section and keep in touch with him, as he must give you the word as to when the beach has been secured.
 - (c) When ashore, immediately establish communication with your transport division beachmaster and inform him of conditions on your beach. Division beachmasters will in turn immediately make reports to their respective transport division commander and to Commander Transport Group BAKER.
3. The medical officers of the assault beach parties plus four corpsmen with necessary medical supplies shall be boated in the salvage boats off their respective beaches to render aid to casualties occurring in landing craft.
4. The rear elements of the beach parties shall be boated and land immediately following the seventh wave. The rear elements of the shore parties and their beach equipment are in the seventh wave. Beach party medical officers and corpsmen originally boated in salvage boats will land at this time.

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BEACHMASTER PLAN

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- (a) The beach parties shall be fully equipped with all gear as provided in F.T.P. 211 plus two 50 ft. 7/8" wire bridles with eye splice and shackle in both ends, two 200 ft. lengths of 5" line, and each man shall carry two canteens of water.
- 5. There shall be no time lost between the landing of the seventh assault wave and the landing of the first cargo boats. It is expected that there will be cargo-laden boats at the line of departure even before the seventh wave is dispatched; such cargo boats will be sent to the beach at the earliest possible moment. Beach and shore parties must be prepared to supply unloading crews for these boats as fast as they arrive.
- 6. Salvage boats shall be fully equipped in compliance with C.T.D. 18 Boat Equipment Instruction Sheet No. 13-44 (reprint of 23 September 1944). Salvage officers and their crews must be alert at all times and know their jobs thoroughly, as present information indicates a long shelving beach that will cause plenty of grief and innumerable towing jobs.
 - (a) Salvage boats shall be at the line of departure in time to follow the third wave into the beach, and shall lie as close to the beach as possible, keep alert, and render all assistance possible to boats and casualties.
 - (b) The four spare salvage boats designated in Appendix 1 to Annex "A" to this order will be available and on call to assist in salvage operations when and if needed.

II. Beach Conditions

- 1. Present information about our beaches is very limited and may be inaccurate. However, we can anticipate a beach with the following general characteristics:
 - (a) Distance from water's edge to dune line - 125 to 175 ft.
 - (b) Long shelving beach. Gradient may be as low as 1 percent, i.e., at 100 ft. from shore line, depth would be 1 ft.
 - (c) Tidal range to a maximum of 2.7 ft. (see Tide Tables in Intelligence Annex, Annex "E" to this order) with a set of one knot from the west side of the gulf in a northerly direction.
 - (d) Five lines of breakers approximately 2½ to 4 ft. high.

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BEACHMASTER PLAN

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(e) From the above it is easy to see that great care must be taken to assure that boats are not stranded by outgoing tides, or improperly tended and allowed to swamp on incoming tides.

2. On this operation the regulation dump markers prescribed in Transport Doctrine, Amphibious Forces, Pacific Fleet will not be used. Instead, numbered markers designating the various dumps will be used. Familiarize yourselves and all boat coxswains with this system (See Appendix 1 to this annex).
3. The beaching of all LSTs, LSMs and use of causeways is fully covered in Annex "I" to this order. Study this annex thoroughly so that you will know what is going on and what is expected of you.

III. Communications

1. Make sure your radios are set on the right channels, properly tuned and thoroughly tested. Take every precaution to see that radios reach the beach in first class operable condition; then guard the channels ordered on a twenty-four hour basis; there is no excuse, and none will be accepted, for an improper radio guard.
2. Strict circuit discipline is to be observed. Transport Division beachmaster will monitor to eliminate much of the unnecessary traffic that has gone over these circuits in the past.
3. Make much more use of visual means of communications and the TBX. There is no reason why salvage and inshore traffic control cannot be handled by semaphore during daylight hours; nor is there anything to prevent putting most of the ship-to-shore traffic over the TBX administrative net. More use must be made of these facilities as we are greatly overloading the SCR 608/610 circuits.
4. Each transport division beachmaster will carry a spare SCR 610 radio, set to the channels allotted to the beachmasters of his transport division; this set shall be waterproofed and used in emergencies only.

IV. Beach and Boat Discipline

1. Muster beach parties at 0600 each day and make report to the transport division beachmaster.
2. Report casualties correctly and promptly as they occur.

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ANNEX "C" TO C.T.G. 79.4 LANDING ATTACH 0121 01 22/44

BEACHMASTER PLAN

3. All hands of this group are experienced and thoroughly familiar with the rules covering good beach party and boat crew discipline. However, numerous cases of flagrant violations of these rules have been allowed to go unpunished due to failure of the officers involved to make complete reports at the time and to follow up with a written report after the operation. It is the duty of all officers to make a complete investigation of all such violations and make a detailed and complete report immediately. Officers who fail to investigate and report such violations will themselves be the subject of disciplinary action.

V. Unloading Aids

1. Aboard various ships of this group the following equipment is available and may be used in an emergency:
 - (a) Shallow draft punts (45 plus those being constructed by TransDiv 10).
 - (b) 60 man life rafts (397).
 - (c) Balloon winches (4).
 - (d) 10 ft. sections roller conveyor (168).
2. If beach conditions are such that any or all types of landing craft cannot get far enough in to unload in the regular manner, the above equipment will be used in various combinations to expedite unloading.
 - (a) Shallow draft punts and balloon winches may be combined to make a ferry system from an anchored barge or from a transfer float made of decked-over life rafts.
 - (b) Punts or rafts may be used to construct a causeway upon which a roller conveyor can be laid, allowing boats to come along both sides and discharge small package cargo directly to the conveyor.

- VI. The following named officers are designated as LST and LSM pilots and upon orders from proper authority shall beach these vessels where and when ordered: Lieutenant (jg) Dudley R. PALMER and Lieutenant (jg) George R. STONE.

Appendix 1 - Special Instructions for Control Officers, Boat Officers and Boat Crews.

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APPENDIX 1 TO ANNEX "C" TO C.T.G. 79.4 LANDING AT THE BEACH

SPECIAL INSTRUCTIONS FOR CONTROL OFFICERS, BOAT OFFICERS AND BOAT CREWS

THESE INSTRUCTIONS MUST BE FULLY EXPLAINED TO BEACHMASTERS, CONTROL OFFICERS, BOAT OFFICERS AND COXSWAINS BEFORE SUGAR DAY

1. Upon completion of the assault phase, the line of departure will be dissolved and boat control for the cargo phase set up in accordance with the diagram, Enclosure "A", appended to this appendix.
2. Beach flank markers will conform to current doctrine. Dump markers designating beach landing points, however, will be painted letters on white cloth as follows:
 - "POL" - designating fuel dump.
 - "AMMO" - designating ammunition dump.
 - "MISC" - designating all other cargo including vehicles.
3. Army J-boats sent to control will in all cases be used to relieve LCV(P)s that have been used as wave guide boats and tenders, thereby releasing all LCV(P)s to the ships for unloading. J-boats shall be equipped with SCR 610 radio and shall gas from bowser boats.
4. All loaded boats proceeding to the beach must report to the control vessels before beaching. It is the responsibility of all boat group commanders to see that all hands understand this, since much trouble has been caused in the past by boats beaching without reporting through control and getting proper beaching instructions. Failure to comply with the above will result in disciplinary action.
5. The long and shallow beach at the objective will present problems for boat coxswains and crews with which they will not be familiar unless they have had training on this type of beach or unless they receive special instructions now. They must know that if the intake on the salt water line to the heat exchanger is allowed to become stopped up, or is above the water line for any considerable length of time, or if the sand traps are allowed to clog up, that the boat will be disabled. Sand traps are to be watched continuously while boats are on beaches, and in addition regular hourly inspections will be made. A bucket and a funnel must be placed in each boat for the purpose of cleaning sand traps and priming water pumps.
6. The following information is to be given to all boat officers and boat crews:
 - (a) State of tide at time of initial landing, and times of subsequent high and low water.
 - (b) Available information (preferable in sketch form) as to course and distance to line of departure from transport area, course and distance from line of departure to beach, position of control vessel

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APPENDIX 1 TO ANNEX "C"

SPECIAL INSTRUCTIONS FOR CONTROL OFFICERS, BOAT OFFICERS AND BOAT CREWS

THESE INSTRUCTIONS MUST BE FULLY EXPLAINED TO BEACHMASTERS, CONTROL OFFICERS,
BOAT OFFICERS AND COXSWAINS BEFORE SUGAR DAY

during assault phase, position of traffic control boat and cargo rendezvous area during cargo unloading phase, types of flags and buoys being used in the landing and where they may expect to see them, known beach obstructions, known or suspected hydrographic conditions on beach approach, i.e., current, reefs, depths of water, etc.

7. Salvage boats must have the special gear they need. Be sure to include strong tow lines, line throwing guns, heaving lines, buckets, pumps, repair and patching gear. Be alert to render assistance when needed by boats, LVTs or DUKWs.
8. The following is to be considered as standard operating procedure and is to be strictly complied with during the operation:
 - (a) Multiple purpose stern lines are to be rigged as per C.T.D. 18 Boat Equipment Instruction Sheet 1-44. Loose lines in boats are to be stopped off inside the boat to avoid danger of getting lines in propellers.
 - (b) Bilges are to be kept pumped dry and clean at all times. This is the responsibility of each boat coxswain.
 - (c) Boat discipline must be maintained. Beachmasters and traffic control officers will report every case where boat crews leave their boats without proper authority, fail to carry out instructions or otherwise act not in the best interests of the task at hand, in order that disciplinary measures may be instituted. All hands must understand that the success of amphibious operations in the final analysis depends upon the efficient performance of the boats and crews.
 - (d) Damaging boats by collisions and careless handling is helping the enemy. Boat performance may make or break the entire operation. Boat coxswains are cautioned that they must operate with great care when in the vicinity of LVTs and DUKWs to avoid unnecessary damage to the boats or to the amphibious craft.
 - (e) Loaded boats will have the right of way. Unloaded boats returning to ships will keep to the right or left of loaded boat traffic lane and will avoid endangering loaded landing craft with their wash, particularly loaded LVTs or DUKWs.

SPECIAL INSTRUCTIONS FOR CONTROL OFFICERS, BOAT OFFICERS AND BOAT CREWS

THESE INSTRUCTIONS MUST BE FULLY EXPLAINED TO BEACHMASTERS, CONTROL OFFICERS,
BOAT OFFICERS AND COXSWAINS BEFORE SUGAR DAY

- (f) After the assault waves have landed and the beach is secured, limit engine speeds to 1500 RPM except in emergencies. This will materially reduce the number of engine casualties.
- (g) Do not give up a broached or stranded boat. Stand by to assist the salvage boat in making fast the tow line and get the boat off. If taking water over the stern or side, don't stand there praying for help; bail with buckets, helmets or whatever else is available. Keep your boat afloat and running. Anyone can give up but it takes a man to forget the words "can't" and "impossible" when making an amphibious landing. Crews of hopelessly wrecked or lost boats must report to the beachmaster for instructions.
- (h) Do not drop your ramp until the boat is firmly beached. Raise ramps before backing out. Never head into the sea until the ramp is tightly closed. Do not drop ramp after beaching if there is to be any delay in unloading. To do so generally results in flooding the boat by successive surges of the waves.
- (i) Under no circumstances is any member of a boat crew to leave a beached or stranded boat, unless ordered to do so by proper authority. If under fire, men should lie down on the floor boards. It is as safe a place as any.
- (j) Boat crews are not to allow anything to divert them from their one and only job, which is to operate the boats.
- (k) A sharp lookout is to be kept at all times for reefs, rocks or obstructions. On later landings watch for obstruction markers. If grounded, look about for deeper water before carelessly ruining screw and rudder. Report all unmarked hazards to beachmaster or salvage officer.
- (l) Every coxswain will make certain that all standard boat equipment is in the boat when it is put in the water. In recent operations, LCM(3)s have been found operating without emergency ramp tackles in the lighter. Boats have been found with no anchor in the boat. This is carelessness and must be stopped.
- (m) Immediately upon beaching be prepared to get out bow and stern lines if necessary or so ordered.

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APPENDIX 1 TO ANNEX "C" TO C.T. 199 LANDING ATTACK ORDER NO. A22-44

SPECIAL INSTRUCTIONS FOR CONTROL OFFICERS, BOAT OFFICERS AND BOAT CREWSTHESE INSTRUCTIONS MUST BE FULLY EXPLAINED TO BEACHMASTERS, CONTROL OFFICERS,
BOAT OFFICERS AND COXSWAINS BEFORE SUGAR DAY

- (n) When vehicles are boated, place chocks ahead of wheels or tracks to prevent movement in the boat. When boat leaves ship, test to see that engine of vehicle can be started. Test must show satisfactory starting before reporting to traffic control officer. When approaching beach, engine of vehicle must be running before landing. If it is not running, boat must not land until beachmaster is ready on the beach to tow vehicle from boat.
- (o) When retracting, boats must back well clear of surf before turning boat around.
- (p) Boat wave officer boats must fly numeral flag in bow to indicate wave number.
- (q) Wave commanders must make certain that their waves arrive at the proper place at the scheduled time.
- (r) Boat crews must be in proper uniform and wear kapok life jacket and helmet.
- (s) Personnel in boats must stay down in boats when within 3,000 yards of beach.
- (t) Each boat must be equipped with a PETER flag to be flown in bow when carrying priority cargo.
- (u) Boats carrying cargo which will require unloading by hand working party will fly a RED flag in the bow.
- Boats carrying palletized cargo or other cargo which requires a bulldozer or tractor to unload will fly a YELLOW flag in the bow.
- Boats carrying self-propelled vehicles will fly a BLUE flag in the bow.
- (v) When sent in to beach by traffic control officer or rendezvous officer, coxswain must land only where directed and where signalled to land by flagman on the beach. Do not land except where and when directed and signalled in.
- (w) Boat officers, boat coxswains and crews will be thoroughly familiar with small craft recognition signals referred to in paragraph 5211 of Annex "D" to this Landing Attack Order. All boats and tank lighters will be equipped with white and red flashlights or other suitable light for carrying out these prescribed recognition signals.

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APPENDIX 1 TO ANNEX "C"

SPECIAL INSTRUCTIONS FOR CONTROL OFFICERS, BOAT OFFICERS AND BOAT CREWS

THESE INSTRUCTIONS MUST BE FULLY EXPLAINED TO BEACHMASTERS, CONTROL OFFICERS,
BOAT OFFICERS AND COXSWAINS BEFORE SUGAR DAY

9. Traffic Control Boats (LCC):

- (a) Will take station in the center about 500 - 1000 yards from beach or as ordered, in any case in good voice radio and visual communication with beach and shore party, and will fly the beach color flag in a conspicuous place.
- (b) Will maintain constant voice radio communication with the transport group control vessel, beachmaster, and shore party.
- (c) The traffic control officer (boat group commander) will establish the cargo circles hereinafter described and will make certain that a control boat is in each one under charge of a responsible officer properly instructed as to his duties.
- (d) No boat is to be sent in to the beach unless: (a) the beachmaster is ready to receive it; (b) incase of self-propelled vehicle, its engine is running and ready to be driven out of boat as soon as landed; and (c) salvage conditions on the beach are within the capabilities of salvage boats at hand.
- (e) The traffic control officer will make every effort to keep traffic off his beach under control. Congestion causes vexatious delays. Having too many boats on the beach is a prolific cause of broaching and loss of cargo. No more boats will be sent in than can be unloaded by the shore party. The beachmaster will notify you when, where, and how many boats are to be sent in.
- (f) Boat control officers in LCCs, assisted by all control and salvage officers, shall be responsible for the control of all AA fire from boats in the vicinity of the beach. Small calibre AA fire from boats, unless rigidly controlled, is always more dangerous to our own forces than to the enemy. If in the opinion of the control officer, a target is within short range and Condition Red, Control Yellow is in effect, he may take the target under fire; under any other conditions he must see that the small boats under his control hold their fire.
- (g) Each coxswain should be furnished a copy of the beach layout sketch, Enclosure "A", appended to this appendix.

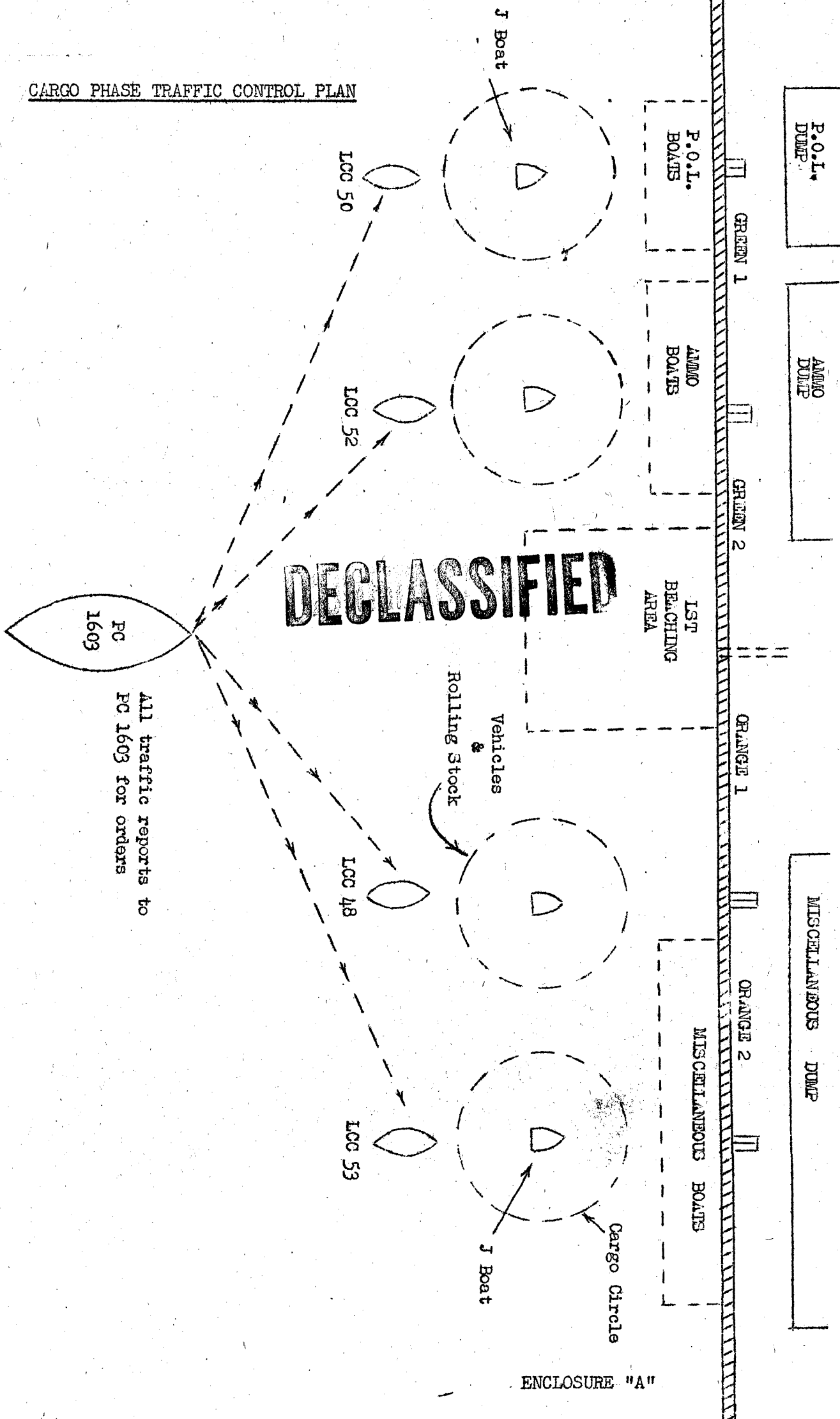
Enclosure "A" - Cargo Phase Traffic Control Plan

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APPENDIX 1 TO ANNEX "C" TO C.T.G. 79.4 LAND AND AIR BACK ORDER NO. A22-44

SPECIAL INSTRUCTIONS FOR CONTROL OFFICERS, BOAT OFFICERS AND BOAT CREWS

CARGO PHASE TRAFFIC CONTROL PLAN



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ANNEX "D" TO C.T.G. 79.4 LANDING ATTACK ORDER NO. 422-44

COMMUNICATION PLAN

1000 Communications in accordance with USF 70A, CANF, SWPA Communication Plan No. 5-44, Annex "S" to CANF, SWPA Operation Plan No. 17-44, Annex "E" to C.T.F. 79 Attack Plan No. A305-44, Annex "E" to ComPhib-Grp 6 Attack Order No. A605-44, and as specifically outlined in this order.

1120 Effective with C.T.G. 79.4 Landing Attack Order No. 422-44

2100 Radio Discipline

Do not use TBS or SCR 608/610 where visual (NAN at night) signalling will suffice. Whenever possible report radio failures, engine or steering casualties by visual (NAN at night), except that, in case the casualty endangers the safety of another ship, then immediate report will be made by voice radio. In making reports state cause of casualty and estimate of time to complete repairs. Nothing herein relieves commanding officers from the responsibility of making prescribed distress or emergency signals by flaghoist or whistle.

2150 Voice Circuit Discipline

Voice procedure as outlined in our "Training Memorandum on Voice Procedure, Authentication and Shackle Code", serial 276 dated 7 August 1944, will be strictly adhered to. Transport Group BAKER Command channel will be a controlled net, as will Control Vessel Attack Group BAKER net from JIG Hour minus SIXTY to JIG Hour plus THIRTY minutes. Stations will not transmit to any station other than the control station without permission.

Officers shall stand a supervisory watch over voice radio sets in order to lessen repeats and facilitate acknowledgments. Most repeats are caused by inexperienced personnel listening for and copying mere "words" rather than trying to understand the full "sense" of what is being said. A supervisor can listen for the "sense" of the transmission, get the acknowledgment off and assist the recorder to fill in missing words afterwards.

Underway to the objective, ships will drill officers and men who are to talk on voice circuits in proper procedure and brief them in voice calls, SHACKLE code, and authenticator. It is directed that in these drills actual conditions be simulated by using intercoms or sound powered phones. At the same time recorders will be trained in copying messages. It is urged that shortened words and signs be developed and used to enable the recorder to copy rapidly and accurately. Use date-time group with all important messages on voice circuits (Ship-to-ship use ZEBRA time; ship-to-beach or ship-to-boats, use ITEM time, showing zone indicator).

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ANNEX "D" TO C.T.G. 79.4 LANDING ATTACK ORDER NO. A22-44

COMMUNICATION PLAN

- 2200 Radio Frequency Plans
See Appendix 1 to this annex.
- 2550 Voice Calls
See Appendix IV to CANF, SWPA Communication Plan No. 5-44, Annex "B" to CENTCOM TWO (Revised) and Appendix 3 to this annex.
- 3100 Visual Instructions
Attention is directed to paragraphs 3100 and 3120 in Annex "E" to Com-PhibGrp 6 Attack Order A605-44 on the use of visual means for making routine reports and on the use of NAN equipment respectively. All ships will maintain an alert guard on NAN equipment.
- 3420 Appendix 5 to this annex lists special signals covering orders to transports and reports taken from paragraph 6, Annex "F", Part IV, CENTCOM TWO (Revised). These will be used. Also see Appendix 4 to Annex "A" to this order for routine reports required.
- 5211 Small Craft Recognition Signals
Small craft recognition signals will be used in accordance with Appendix 1 to Annex "S" to CANF, SWPA Operation Plan No. 17-44. Coxswains must be briefed in the use of these small boat recognition signals (reprinted in paragraph 5200 Annex "E" to ComPhibGrp 6 Attack Order No. A605-44). Note they change at 0001 GCT (GMT).
- 5212 See Appendix 4 to this annex for identification flags and lights to be used in transport area.
- 5230 Attention is directed to paragraph 5230 in CANF, SWPA Communication Plan No. 5-44 on aircraft approach and recognition doctrine.
- 5240 The employment of I.F.F. system, type Mark III in the Southwest Pacific area and the states of I.F.F. for surface vessels and submarines are listed in paragraph 5400 in CANF, SWPA Communication Plan No. 5-44.
- 6110 On all intra-navy voice circuits SHACKLE authenticator system will be used in accordance with sub-paragraph 6(g) in Appendix III to CANF, SWPA Communication Plan No. 5-44.
- 7340 Radar screening plans for cruising dispositions are contained in paragraph 7340 in CANF, SWPA Communication Plan No. 5-44.
- Appendix 1. Radio Frequency Guards.
2. Frequency Settings for SCR Equipment.
3. Voice Calls.
4. Identification Flags and Lights in Transport Area.
5. Special Signals.

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APPENDIX 1 TO ANNEX "D" TO C.T.F. 79 ATTACK

ORDER NO. A22-44

RADIO FREQUENCY GUARDS

1. All ships of Transport Divisions TEN, EIGHTEEN, and THIRTY must guard the following circuits underway in accordance with "Frequency Plan A1" to Annex "E" to C.T.F. 79 Attack Plan No. A305-44:

General Air Warning	3000 KCS	M-8
TBS Maneuvering	72.1 MCS	M-12
Fleet Common	34.8 MCS	M-25
MANUS FOX	Various	M-1
T.F. 79 Common - Bridge Key Circuit	469.5 KCS	M-17

2. All LSTs, PCs, SCs, LCIs, LSMs will guard the following circuits underway in accordance with "Frequency Plan A2" to Annex "E" to C.T.F. 79 Attack Plan No. A305-44.

General Air Warning	3000 KCS	M-8
Fleet Common	34.8 MCS	M-25

3. In the operation area ships and boats will maintain continuous guard on the circuits as prescribed in "Frequency Plan B3" to Annex "E" to C.T.F. 79 Attack Plan No. A305-44 and as specifically outlined in this appendix. All SCR 608/808/610 channels will be secured only on order of the net control station. Other channels may be secured upon getting underway. Establish watch on these circuits at times prescribed in Annex "E" to C.T.F. 79 Attack Plan No. A305-44.

- (A) All ships of Transport Divisions TEN, EIGHTEEN and THIRTY:

T.F. 79 Common	469.5 KCS	M-17
Local Air Warning	3115 KCS	M-21
TBS Maneuvering	72.1 MCS	M-12
MANUS FOX	Various	M-1
Transport Group BAKER Command	34.5 MCS	M-35 (2)
Transport Division Boat Group Control		
* Transport Division TEN	35.3 MCS	M-47
* Transport Division EIGHTEEN	37.1 MCS	M-48
* Transport Division THIRTY	33.5 MCS	M-49
Ship-to-Shore Administrative		
* Transport Division TEN	2196 KCS	M-64
* Transport Division EIGHTEEN	2378 KCS	M-65
* Transport Division THIRTY	2240 KCS	M-66

* Guard appropriate division channel.

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APPENDIX 1 TO ANNEX "D" TO C.T.G. 79.4 LANDING ATTACK

ORDER NO. A22-44

RADIO FREQUENCY GUARDS

(B) All LSTs of LST Transport Group:

T.F. 79 Common	469.5 KCS	M-17
Local Air Warning	3115 KCS	M-21
LST Common	2470 KCS	M-37
LST (VHF) Common, Attack Group BAKER	34.1 MCS	M-39

(C) LSMs will guard the following:

Local Air Warning	3115 KCS	M-21
LST (VHF) Common, Attack Group BAKER	34.1 MCS	M-39
LST Common	2470 KCS	M-37

(D) All LCIs of Attack Group BAKER:

LCI Common, Attack Group BAKER	2620 KCS	M-36 (2)
LCI (VHF) Common	34.3 MCS	M-41
* Landing Boat Common	33.2 MCS	M-43
** Control Vessel "B" Common	31.1 MCS	M-71 (2)

* When conducting salvage operations off beach.

** Guarded by LCI(G)s during landing of assault troops.

(E) LST and LCI Flot, and Group Commanders will maintain a continuous watch on:

Transport Group BAKER Command	34.5 MCS	M-35 (2)
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(F) LCTs will set their SCR 610 as follows:

Channel A	31.1 MCS	M-71 (2)
Channel B	33.2 MCS	M-43

They will guard channel A.

(G) Transport Group Beachmaster will guard the following:

Commander Transport Group BAKER		
Command	34.5 MCS	M-35 (2)
Control Vessel "B" Common	31.1 MCS	M-71 (2)
Appropriate Transport Division		
Boat Controls	-----	-----
Beachmaster Control and Salvage	5500 KCS	M-70

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APPENDIX 1 TO ANNEX "D"

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APPENDIX 1 TO ANNEX "D" TO C.T.G. 79.4 LANDING ATTACK

ORDER NO. A22-44

RADIO FREQUENCY GUARDS

NOTE: Part of the time the transport group beachmaster will be operating from assigned control vessels. While on board he can be reached on any of the channels regularly guarded by control vessels (See (J) below).

(H) Transport Division Beachmasters will guard the following:

Commander Transport Group BAKER Command	34.5 MCS	M-35 (2)
Appropriate Transport Division Boat Control	-----	-----
Appropriate Transport Division Ship-to-Shore Administrative	-----	-----
Beachmaster Control and Salvage	5500 KCS	M-70

(I) LCCs will guard the following:

Control Vessel "B" Common	31.1 MCS	M-71 (2)
Appropriate Boat Control	-----	-----
Appropriate Ship-Shore Administrative	-----	-----
Appropriate LVT Control	-----	-----

(J) Control Vessels (PCs, SCs) will guard following:

Control Vessel "B" Common	31.1 MCS	M-71 (2)
Commander Transport Group BAKER Command	34.5 MCS	M-35 (2)
Appropriate Transport Division Boat Control	-----	-----
* Appropriate Transport Division Ship-Shore Administrative	-----	-----
Appropriate LVT Control	-----	-----
** Beachmaster Control and Salvage	5500 KCS	M-70

* During assault control phase these circuits will be standby for intercontrol communications if SCR equipment fails.

** As necessary in conduct of salvage work.

NOTE: (1) Control vessel listening frequency is 2884 KCS. Control vessels guard if possible and in all cases of failure of SCR equipment. Also all vessels when secured from control duty establish guard on 2884 KCS, 34.8 MCS securing guard on 31.1 MCS, and other frequencies.

(2) Commander Transport Group BAKER will guard MANUS FOX and T.F. 79 common to all control vessels under his command in transport.

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APPENDIX 1 TO ANNEX "D" TO C.T.G. 79.4 LANDING ATTACK

ORDER NO. A22-44

RADIO FREQUENCY GUARDS

(K) Salvage Vessels will guard the following:

Landing Boat Common 33.2 MCS M-43

(L) Smoke Boats will have their SCR 610s set as follows:

Channel A Appropriate Transport Division Boat Control
Channel B 33.2 MCS M-43
They will guard Channel B.

(M) SCR 536 equipment will be set on 5500 KCS (M-70) and will be guarded continuously by all beachmasters including transport division and transport group beachmasters. Control vessels, salvage boats and vessels will guard as necessary in connection with salvage operations.

4. Notes on Equipment

- (A) Handle all portable radio equipment with the greatest care. Make certain beach and boat radiomen have necessary spares. Do not take box of SCR 610 crystals in boats or ashore.
- (B) Conserve dry cell batteries. Use only wet cells as power sources for SCR 610s on ship board and in boats. (Radios in landing boats will not draw down batteries if engine is kept running a minimum of 700 RPMs).
- (C) When securing SCR 536 sets assure antenna is dry and batteries removed. When securing SCR 610 assure connector plug is dry.
- (D) Radio and radar technicians and ECM repairmen in AGCs are available for emergency assistance as required. AGCs also have small stock of spares. When spares are drawn, bring defective part for exchange.

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APPENDIX 2 TO ANNEX "D" TO C.T.G. 79.4 LANDING ATTACK
ORDER NO. A22-44

FREQUENCY SETTINGS FOR SCR EQUIPMENT

This appendix shows the actual setting for SCR equipments of the commands, ships, and boats which operate under this landing attack order. Its purpose is to indicate all the SCR channels that are available to a given ship, boat or unit in order to facilitate as much direct communications as possible between stations. This appendix is supplementary to Appendix 1 of this annex. Refer to the latter for circuits on which ships or commands maintain a continuous guard.

- | <u>1. APAs, APs, AKAs with one SCR 608</u> | <u>FREQ</u> | <u>CHAN</u> |
|---|-------------|-------------|
| 1. Transport Group "A" Command | 29.5 | M-35 (1) |
| 2. Control Vessel, Attack Group "B" | 31.1 | M-71 (2) |
| 3. LST, Attack Group "A" | 36.5 | M-38 |
| 4. LST, Attack Group "B" | 34.1 | M-39 |
| 5. Fleet Common | 34.8 | M-25 |
| 6. Landing Boat Common | 33.2 | M-43 |
| 7. Transport Division TEN Boat Control | 35.3 | M-47 |
| 8. Transport Division EIGHTEEN Boat Control | 37.1 | M-48 |
| 9. Transport Division THIRTY Boat Control | 33.5 | M-49 |
| 10. Transport Group "B" Command | 34.5 | M-35 (2) |
-
- | <u>2. APAs, APs, AKAs, AKs, LSDs, LSVs with one SCR 808</u> | | |
|---|------|----------|
| 1. Control Vessel, Attack Group "B" | 31.1 | M-71 (2) |
| 2. Fleet Common | 34.8 | M-25 |
| 3. Transport Group "B" Command | 34.5 | M-35 (2) |
| 4. Appropriate Transport Division Boat Control | ---- | ---- |
-
- | <u>3. APAs With Additional SCR 808</u> | | |
|--|------|----------|
| 1. Attack Force Command | 31.6 | M-34 |
| 2. LCI Common | 34.3 | M-41 |
| 3. Commander Transport Group "B" Command | 34.5 | M-35 (2) |
| 4. Fleet Common | 34.8 | M-25 |
-
- | <u>4. APAs, APs, AKAs, AKs, LSDs, LSVs - SCR 610 settings</u> | | |
|---|---|------|
| Channel A | Appropriate Transport Division Boat Control | |
| Channel B | 33.2 | M-43 |
-
- | <u>5. Beachmaster SCR 608 Radio Jeeps</u> | | |
|--|------|------|
| Same as APA SCR 608 except for Transport Group "A" Command substitute: | | |
| LCI Common | 34.3 | M-41 |

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FREQUENCY SETTINGS FOR SCR EQUIPMENT

6.	<u>Transport Division Beachmasters SCR 610</u>		<u>FREQ</u>	<u>CHAN</u>
	Channel A		Appropriate Boat Control	
	Channel B		31.1	M-71 (2)
7.	<u>Transport Group Beachmaster SCR 610s</u>			
	Set No. 1	A Channel	31.1	M-71 (2)
		B Channel	35.3	M-47
	Set No. 2	A Channel	34.5	M-35 (2)
		B Channel	33.5	M-49
8.	<u>LSTs and LSMs with SCR 808</u>			
	1.	LST Attack Group "B"	34.1	M-39
	2.	Fleet Common	34.8	M-25
	3.	LST Attack Group "A"	36.5	M-38
	4.	Landing Boat Common	33.2	M-43
9.	<u>LSTs and LSMs with One SCR 610</u>			
	Channel A		34.1	M-39
	Channel B		34.8	M-25
10.	<u>LST Flot and Group Commanders Extra SCR 610</u>			
	Channel A		34.5	M-35 (2)
	Channel B		33.2	M-43
11.	<u>LCTs with SCR 610</u>			
	Channel A		31.1	M-71 (2)
	Channel B		33.2	M-43
12.	<u>LCIs with SCR 808</u>			
	1.	LCI Common	34.3	M-41
	2.	Fleet Common	34.8	M-25
	3.	Landing Boat Common	33.2	M-43
	4.	Control Vessel Attack Group "B"	31.1	M-71 (2)

T.O.P. [REDACTED]

APPENDIX 2 TO ANNEX "D" TO C.T.G. 79.4
ORDER NO. A22-44

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FREQUENCY SETTINGS FOR SCR EQUIPMENT

13.	<u>LCIs with SCR 610</u>	<u>FREQ</u>	<u>CHAN</u>
	Channel A	34.3	M-41
	Channel B	33.2	M-43
14.	<u>Control Vessels (PGs, SCs) SCR 608</u>		
	1. Control Vessel, Attack Group "A"	30.8	M-71 (1)
	2. Control Vessel, Attack Group "B"	31.1	M-71 (2)
	3. Transport Group "A" Command	29.5	M-35 (1)
	4. LST Attack Group "B"	34.1	M-39
	5. Attack Force Command	31.6	M-34
	6. Landing Boat Common	33.2	M-43
	7. Transport Division TEN Boat Control	35.3	M-47
	8. Transport Division EIGHTEEN Boat Control	37.1	M-48
	9. Transport Division THIRTY Boat Control	33.5	M-49
	10. Transport Group "B" Command	34.5	M-35 (2)
15.	<u>Control Vessels (PGs, SCs) SCR 808</u>		
	1. Control Vessel Attack Group "B"	31.1	M-71 (2)
	2. LCI Common	34.3	M-41
	3. Fleet Common	34.8	M-25
	4. Landing Boat Common	33.2	M-43
16.	<u>LCCs SCR 808</u>		
	1. Control Vessel Attack Group "B"	31.1	M-71 (2)
	2. Transport Division TEN	35.3	M-47
	3. Fleet Common	34.8	M-25
	4. Transport Division THIRTY Boat Control	33.5	M-49
17.	<u>LCCs SCR 610</u>		
	Channel A	37.1	M-48
	Channel B	33.2	M-43
18.	<u>Control Vessels (PGs, SCs) SCR 610</u>		
	Channel A	Appropriate Transport Division Boat Control	
	Channel B	33.2	M-43

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APPENDIX 2 TO ANNEX "D" T-0-179.4 LANDING ATTACK

FREQUENCY SETTINGS FOR EQUIPMENT

19. Beachmasters, Salvage Boats, Control Vessels (PCs, SCs, LCCs) SCR 536

	<u>FREQ</u>	<u>CHAN</u>
Control Salvage and Demolition	5500	M-70

20. Ships and Control Vessels (PCs, SCs) SCR 508

1. LVT Control Nets (GREEN)	20.5	M-57
2. LVT Control Nets (ORANGE)	23.3	M-58
3. LVT Common	27.0	----

APPENDIX 2 TO ANNEX "D"

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APPENDIX 3 TO ANNEX "D" TO C.T.G. 79.4 LANDING ATTACK
ORDER NO. A22-44

VOICE CALLS

1. Voice calls as listed in Appendix IV to CANF, SWPA Communication Plan No. 5-44, Annex "B" to CENTCOM TWO (Revised) and 40th Infantry Division SOI will be used for ships, tactical organizations and Army units.
2. The following special calls will be used by the landing forces which are derived from voice calls contained in Annex "B" to CENTCOM TWO (Revised):

Naval Landing Force	Voice Call	CW Call
Trans Group "B" Control Officer	Asia Baker	1KLB
TransDiv 30 Control Officer (GREEN)	GREEN Blitz	GLXP
TransDiv 10 Control Officer (ORANGE)	ORANGE Blitz	OLXP
Trans Group "B" Beachmaster	Casey Baker	2MLB
TransDiv Beachmaster	Jiggs (Div. No.)	1AC
Transport Beachmaster (Beach color)	Shiek (Beach No.)	7MB
Example: BLUE Shiek 2		
Boat Group Commander	Duke (Ship hull No.)	3MT
Example: Duke 31		
Salvage Boat	Token (Ship hull No.)	8HX
Example: Token 39		
LVT Wave Guide Officer (Prefix letter according to diagrams Appendix 1 to Annex "B")	Raider	6UT
Example: A Raider		
Boat Wave Officers (Prefix Wave Number and Add Beach Number)	Raider	6UT
Example: 5 Raider 1		
LCC Craft (Append last two digits of Hull No.)	Camel	2JY
Smoke Boats (Add number of boat to voice call of parent ship).		
Example: Vagrant 12		
Officer in charge of Transport Group "B" smoke boats	Cloudburst Smoke Boats	ZERO
All Smoke Boats of Transport Group "B"	Cloudburst Smoke Boats.	

3. Attached are lists of voice calls which show diagrammatically control communication during:
 - (a) Phase 1, Landing of Assault Troops
 - (b) Cargo Unloading Phase
 A third list attached presents in tabular form the voice calls of all the ships in this transport group and of all the Army units embarked therein.

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-1- CONFIDENTIAL ANNEX "D"

FUEL

ALL CARGO TO

AMMO

THREE DUMPS

ALL OTHER

ARMY BEACH ORGANIZATION

SHORE PARTY GREEN BEACHES... "BICYCLE CHARLIE THREE"

RESERVE COMPANY... "BICYCLE CHARLIE FOUR"

SHORE PARTY ORANGE BEACHES... "BICYCLE CHARLIE FIVE"

ARMY BOAT CONTROL GREEN... "BICYCLE ABLE FOUR"

DIVISION SHORE PARTY COMMANDER... "BICYCLE PETER"
DIVISION BEACH CONTROL OFFICER... "BICYCLE CHARLIE"
DIVISION BOAT CONTROL OFFICER... "BICYCLE ABLE ONE"

ARMY BOAT CONTROL ORANGE... "BICYCLE ABLE THREE"

NAVY BEACH ORGANIZATION

TRANS DIV 30 BEACHMASTER... "JIGGS 30"

TRANSPORT GROUP BEACHMASTER... "CASEY BAKER"

TRANS DIV 10 BEACHMASTER... "JIGGS 10"

CUSTER BEACHMASTER... "GREEN SHIEK ONE"

CALVERT BEACHMASTER... "GREEN SHIEK TWO"

MIDDLETON BEACHMASTER... "ORANGE SHIEK ONE"

BIDDLE BEACHMASTER... "ORANGE SHIEK TWO"

LCVP-LCM FUEL PRODUCTS
LANDING

ALL LCVP-LCM
AMMO

PONTOON CAUSEWAYS
LST-LCT-LSM UNLOADING

LCVP-LCM
VEHICLES

RATIONS
AND GENERAL CARGO

GREEN ONE

GREEN TWO

ORANGE ONE

ORANGE TWO

CUSTER SALVAGE BOAT...
"TOKEN 40"

J86

LCC 50... "CAMEL 50"
CUSTER B.G.C... "DUKE 40"

CALVERT SALVAGE BOAT...
"TOKEN 32"

J91

LCC 52... "CAMEL 52"
CALVERT B.G.C... "DUKE 32"

MIDDLETON SALVAGE BOAT...
"TOKEN 25"

J23

LCC 48... "CAMEL 48"
MIDDLETON B.G.C... "DUKE 25"

BIDDLE SALVAGE BOAT...
"TOKEN 8"

J20

LCC 53... "CAMEL 53"
BIDDLE B.G.C... "DUKE 8"

LCT SALVAGE 738... "PEANUT 8"

PC 1603... "BOYKIN 3"
TRANS GROUP CONTROL OFFICER... "ASIA BAKER"
ARMY BOAT CONTROL... "BICYCLE ABLE"
SHORE PARTY TQM... "BICYCLE PETER 3"

L CI SALVAGE 598... "APRON 8"

COM LST'S GREEN... "OBLIGE ONE"
LST 1013... "BOWTIE 3"
LST 23... "MAXINE 3"
L 127... "QUEENBEE 7"
LSI 267... "FARMER 7"
LST 276... "OSWALD 6"

COM LST RESERVE...
"OBLIGE THREE"
LST 610... "MACKEREL 0"
LST 1028... "HEINE 8"
LST 580... "READY 0"
LST 681... "MATTHEW 1"
LST 752... "DONKEY 2"
LST 925... "FLEXIBLE 5"
LST 567... "MARGIN 7"
LST 568... "MARGIN 8"
LST 671... "PYTHON 1"

COMDR LST'S... "OBLIGE"
W.C. WANN (LST FLAGSHIP)... "SANDPAPER"

COM LCT'S... "OBLIGE FIVE"
LCT 720... "BARKEEP 20"
LCT 723... " " 23"
LCT 730... " " 30"
LCT 727... " " 27"
LCT 728... " " 28"
LCT 729... " " 29"

COM LSM'S... "OBLIGE FOUR"
LSM 312... "BLUBBER 2"
LSM 24... "BUSHEL 4"
LSM 9... "POODLE 9"
LSM 14... "SELDOM 4"
LSM 26... "BUSHEL 6"
LSM 28... "BUSHEL 8"
LSM 29... "BUSHEL 9"
LSM 30... "CREDIT 0"
LSM 50... "LIMOUSINE 50"
LSM 52... " " 52"
LSM 53... " " 53"
LSM 65... " " 65"
LSM 210... "STUCCO 0"
LSM 233... "SEAMARK 3"
LSM 259... "VICAR 9"

COM LST'S ORANGE...
"OBLIGE TWO"
LST 272... "OSWALD 2"
LST 293... "VANGUARD 3"
LST 246... "VANGUARD 6"
LST 273... "OSWALD 3"

CALL SIGNS OF SHIPS OF TRANSPORT GROUP BAKER
MAJOR UNITS ON BOARD

SHIP	VOICE CALL	CW CALL	ELEMENTS ABOARD	VOICE CALL	CW CALL
ROCKY MOUNT (AGC3)	Dynamite	3IW	C.T.G. 79.2	WHITE SOX	IM9A
" " "	"	"	CG 40th Div	EMPIRE A	----
			HQ 40th Div	EMPIRE	----
			CG 40th Div		----
			Arty:	BEETLE	----
TRANSPORT DIVISION TEN					
CLAY (APA39)	Foxglove	3OX	COMTRANSDIV 10	EQUATOR 0	3QX0
" "	"	"	RCT 185	BEGGAR	----
			213 FA Bn	BILTMORE	----
			640 TD Bn	BULLDOG	----
			594 EB&SR	BICYCLE	----
BAXTER (APA94)	Reluctant	6YB	BLT 3/185	BEGGAR 3	----
WM. P. BIDDLE (APA8)	Crocodile	3CA	BLT 1/185	BEGGAR 1	----
A. MIDDLETON (APA25)	Acrobat	1BH	BLT 2/185	BEGGAR 2	----
G. F. ELLIOTT (AP105)	Stardust 5	7VO5	BLT 2/108	BERMUDA 2	----
CATSKILL (LSV1)	Alamo 1	1DC1	BLT 2/108	BERMUDA 2	----
CAPRICORNUS (AKA57)	Gladstone 7	4FM7			
TRANSPORT DIVISION EIGHTEEN					
CAMBRIA (APA36)	President	6QG	COMTRANSGROUP		
" "	"	"	"B"	THIRSTY	IM6G
			COMTRANSDIV 18	EQUATOR 8	3QX8
			ADC 40th Div	EMPIRE C	----
			RCT 108	BERMUDA	----
MONROVIA (APA31)	Vagrant	8OS	BLT 1/108	BERMUDA 1	----
F. FUNSTON (APA89)	Bumblebee	2GP	BLT 3/108	BERMUDA 3	----
WAR HAWK (AP168)	Wildfire 8	6VE8			
ALCYONE (AKA7)	Octopus	6BN			
TRANSPORT DIVISION THIRTY					
KNOX (APA46)	Godmother	4GQ	COMTRANSDIV 30	LIBERTY 0	5GNO
			RCT 160	BLOSSOM	----
			BLT 2/160	BLOSSOM 2	----
			143 FA Bn	BIPLANE	----
CUSTER (APA40)	Hillcrest	4PV	BLT 3/160	BLOSSOM 3	----
CALVERT (APA32)	Hamburg	4LM	BLT 1/160	BLOSSOM 1	----
CHARA (AKA58)	Harpsichord	4MV			
ASHLAND (LSD1)	Brunswick 1	2EV1			
CASA GRANDE (LSD13)	Mecca 3	5QO3			
LINDENWALD (LSD6)	Brunswick 6	2EV6			

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APPENDIX 4 TO ANNEX "D" TO C.T.G. 79.4 LANDING ATTACK
ORDER NO. A22-44

IDENTIFICATION FLAGS AND LIGHTS IN TRANSPORT AREA

1. Ships shall fly identification flags from triatic stay or equivalent visible place not interfering with halyards, at all times during daylight while in transport area. Night transport area identification lights shall be rigged ready for use, but shall only be turned on at order of Commander Transport Group BAKER. Boat coxswains shall be given copies of these signals and instructed so they may use them to locate any ship. Signals are shown in the following table:

<u>SHIP</u>	<u>IDENTIFICATION FLAG</u>	<u>IDENTIFICATION LIGHTS</u>
CLAY	Charlie	Red over Green
ARTHUR MIDDLETON	Dog	Red over Green over Red
BAXTER	Easy	Red over Green over Green
GEORGE F. ELLIOTT	Fox	Green over Green over Green
CAPRICORNUS	George	White over Green over Green
WILLIAM P. BIDDLE	How	Red over Green over White
CATSKILL	Jig	Green over Green over Red
CAMBRIA	King	Red over Red over Red
MONROVIA	Love	Red over Red over White
FREDERICK FUNSTON	Mike	Red over Red over Green
WAR HAWK	Queen	Green over Red over Green
ALCYONE	Roger	White over Red over Red
KNOX	Sugar	Green over Red over White
CALVERT	Tare	Green over Red over Red
CUSTER	Uncle	Red over White
CHARA	Victor	Red over White over Green
ASHLAND	William	Red over White over Red
CASA GRANDE	Oboe	Green over White over Green
LINDENWALD	Yoke	White over White over White

Lights shall be rheostated so as not to be visible over 3000 yards.

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SPECIAL SIGNALS

1. Insert the following temporary assignments to spare groups in the "Landing Craft Signals" sections of the General Signal Book and the Auxiliary Signal Book. These temporary assignments are also to be entered in the Landing Craft Signal Book (DNC15):

R 51 (Tack numerals)

PROCEED TO:

1. Unloading area
2. Line of Departure
3. LST rendezvous area (followed by numerals or letter to designate specific area)
4. LVT rendezvous area (followed by numerals or letter to designate specific area)
5. Area designated by following letters (A, B, etc.)
6. Transport area (followed by letter or number to designate specific area assigned)

R 52 (Tack numerals)

KEEP YOUR BOATS:

1. Under better control
2. Closed up
3. Circling
4. Closer to ship

R 53 (Tack numerals)

DISPATCH YOUR BOATS:

1. Line of Departure
2. Orange beach
3. Green beach
4. Crimson beach
5. Yellow beach

R 54 (Tack numerals)

(WHEN SIGNAL IS INITIATED BY OTC)
REPORT WHEN BOATS ARE:

1. Hoisted out
2. Hoisted on board

(WHEN SIGNAL INITIATED BY REPLYING SHIP) (ADD
APPROPRIATE TIME SIGNAL, IF REQUIRED)
BOATS ARE (WERE):

1. Hoisted out
2. Hoisted on board

SPECIAL SIGNALS

R 55 (Tack numerals)

(WHEN SIGNAL IS INITIATED BY OTC)

REPORT WHEN TROOPS ARE:

1. Landed
2. Embarked
3. Disembarked
4. Reembarked
5. Enroute line of departure (all assault waves)

(WHEN SIGNAL IS INITIATED BY REPLYING SHIP) (ADD APPROPRIATE TIME SIGNAL IF REQUIRED)

TROOPS HAVE (WERE):

1. Landed
2. Embarked
3. Disembarked
4. Reembarked
5. Enroute line of departure (All assault waves)

R 56 (Tack numerals)

(WHEN SIGNAL IS INITIATED BY OTC)

REPORT WHEN CARGO IS:

1. Loaded
2. Unloaded
3. Reloaded

(WHEN SIGNAL IS INITIATED BY REPLYING SHIP)

CARGO IS (WAS):

1. Loaded
2. Unloaded
3. Reloaded

R 57

MAKE ROUTINE CARGO UNLOADING REPORTS (IN PERCENTAGES)

(SHIPS REPLYING HOIST)

- A (numerals) total cargo
- B (numerals) rations
- C (numerals) ammunition
- D (numerals) total troops

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SPECIAL SIGNALS

R 58

MAKE ROUTINE MEDICAL REPORTS

(SHIPS REPLYING HOIST)

W (numerals) bed casualties
X (numerals) non-evacuables
Y (numerals) total on board
Z (numerals) dead on board (not previously reported)

R 59

KEEP CLOSED UP AND MAINTAIN PROPER STATION IN
TRANSPORT AREA.

R 60

TURN ON INDIVIDUAL TRANSPORT IDENTIFICATION
LIGHTS.

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INTELLIGENCE

1. Concerning the Objective.

Information concerning the objective in LINGAYEN BAY is contained in Appendix 1 to Annex "E", appended hereto. It is to be studied by all concerned in the operation and is furnished in sufficient quantity to allow distribution to boat officers, beach party officers, coxswains and all others whose duties require them to have a knowledge of the objective. Boat officers and boat crews will be briefed before the operation to insure that they have an intimate knowledge of the immediate objective.

2. Estimate of the Situation.

Because of the importance of the objective to the enemy, it must be assumed that he will make heroic efforts to defeat the operation. Offensive action with capital ships is a possibility. Despite the partial neutralization of his air power in the PHILIPPINES and other areas, the enemy is capable of large scale air attacks. Because of the close proximity of present operations to JAPANESE held bases, and other favorable conditions, the enemy is making more use of his submarines, pocket submarines, PT boats and anti-torpedo boats. There has been a considerable stepping-up of minelaying activity and this is expected to be continued or even accelerated to prevent our approach and subsequent landings.

All ships will see that plane and ship recognition are reviewed to the end that enemy planes and ships may be quickly recognized. An all-out effort must be made to detect enemy mines, submarines and surface craft. Prompt reports of all contacts and sightings are demanded. Posters showing enemy aircraft should be displayed in advantageous positions where they can be seen by lookouts and gun crews. The fact that aircraft show "Friendly" does not mean that efforts to identify planes visually will be relaxed, for the enemy is thought to have some knowledge of our I.F.F.

3. Souvenirs, Souvenir Hunters, and Booby Traps.

Personnel who go ashore will have no time for souvenir hunting. The enemy has learned of our penchant for souvenirs and uses them to explode "booby-traps" which often injure others while killing the souvenir hunter. Many items chosen for souvenirs have immeasurable intelligence value. All of those taken will be collected by ships when personnel have returned aboard and will be handled in accordance with the provisions of Annex "C" to ComPhibGrp 6 Attack Order No. A605-44. Attention is called to Article of War 80, which is quoted for information:

"Dealing in Captured or Abandoned Property - Any personnel subject to military law who buys, sells, trades, or in any way deals in or disposes of captured or abandoned property, whereby he shall receive or expect any profit, benefit, or advantage to himself, or to any

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other person directly or indirectly connected with himself, or who fails whenever such property comes into his possession or custody or within his control to give notice thereof to the proper authority without delay, shall, on conviction thereof, be punished by fine or imprisonment, or by such punishment as a court-martial, military commission, or other tribunal may adjudge, or by any or all of said penalties."

4. Survival Intelligence.

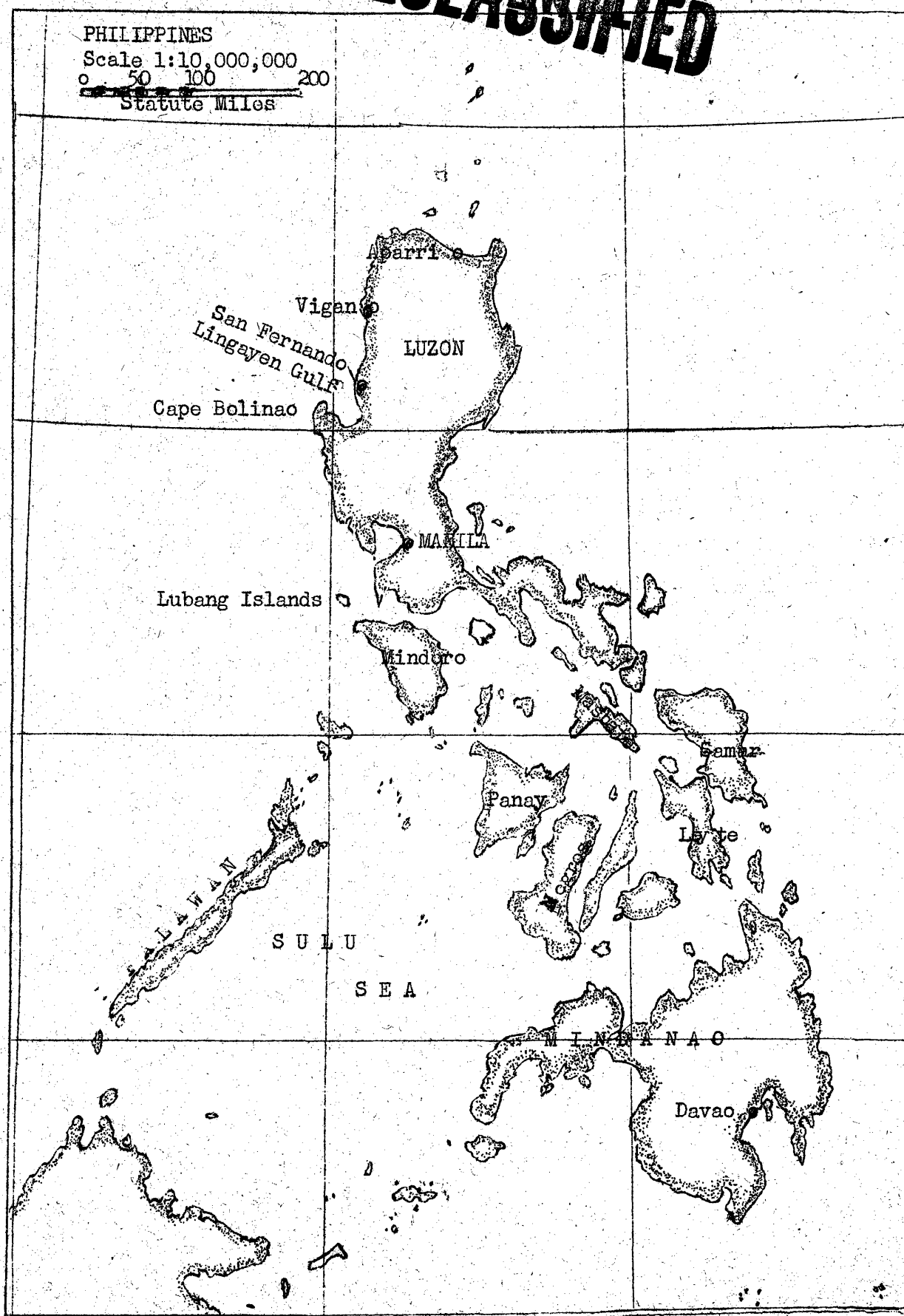
Inasmuch as the operation is deep in enemy-held territory, all personnel should be reminded that in case of capture they should give name, rank or rate, and serial number only; all must know that no prisoner has ever been known to help himself by telling any more. In case of boat-wreck or ship-wreck, chances of survival are good. There are 7000 islands in the PHILIPPINES; on many there are no JAPANESE, and on enemy held islands there are many friends of ours.

5. Care of Operation Orders and Classified Matter.

In a recent operation, materials which would have been of value to the enemy were washed ashore. Greater care must be exercised in the handling and disposition of highly classified matter to make a recurrence impossible.

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INTELLIGENCE DOCUMENT



This appendix is to be reduced to RESTRICTED on leaving final staging area. Additional copies of this appendix are being distributed for use by boat officers and for study by coxswains.

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INTELLIGENCE FOR SHIP-TO-SHORE MOVEMENT

LUZON - LINGAYEN AREA

Latitude 16° - 00' N.
at LINGAYEN FIELD
Longitude 125° - 00' E.

1. General Information.

Our immediate objective is the beach on the southern shore of LINGAYEN BAY on LUZON ISLAND in the PHILIPPINES. LUZON ISLAND is the largest island in the PHILIPPINES group. It is comparable in size to the state of VIRGINIA and is the home of almost half of the total islands' population of seventeen million people. On LUZON there are three major landing areas suitable for amphibious attacks, one of which is in LINGAYEN GULF. The principal port is MANILA but the JAPANESE have made good use of LINGAYEN GULF, which affords good anchorage for a large number of ships. The main geographic feature of LUZON is its great central plain which extends from LINGAYEN GULF south to LAGUNA DE BAY (a lake in the MANILA Area) between parallel mountain ranges. The orientation of the geographic features of the island is north-south. The island is well defended with numerous guns, gun emplacements, airfields, and small craft which take advantage of the numerous bays and inlets in its irregular coast line. There were approximately thirty-seven operational airfields and sixteen emergency landing fields, many of which have been at least partially neutralized.

2. Specific Information.

(a) Geographic and Topographic.

LUZON has a north-south orientation, with mountains on west and east, and a great central plain as its dominating feature. The great central plain lies between ZAMBALES mountains to the west, the CORDILERA CENTRAL to the north and SIERRA MADRE to the east. Northward it opens on LINGAYEN GULF where our ORANGE and GREEN Beaches are located. Southward it opens on MANILA BAY near which is centered the manufacturing industry of the island, MANILA the capital city, and a large number of airfields. This great central plain is one hundred miles long, thirty miles wide in the north and fifty miles wide in the center and forty miles wide in the south. LINGAYEN GULF at the north end of the plains affords ample, well protected anchorage and has strategic importance as a landing area from which an advance can be made over level country to MANILA. The northwest perimeter of the great plain, where it borders on the southern side of LINGAYEN GULF, has been called the weakest point in the PHILIPPINES from a defensive standpoint.

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LINGAYEN GULF opens on the north to the CHINA Sea. To the west it is sheltered by a hilly peninsula, and to the east by Northern LUZON with its high mountain ranges.

The coast line of LUZON is very irregular with many bays, gulfs and inlets which afford protective anchorages.

(b) The LINGAYEN GULF COAST.

At LINGAYEN GULF the central plain ends in a dune coast. Tidal marshes occupy a belt two to three miles behind the dunes and partially protect the plain from amphibious attack. Due to the general westward slope of the plain the eastern one-third of the part fronting on LINGAYEN GULF is without protecting marshes and offers the best chance for lodgement. One of the two principal rivers of the central plain, the AGNO River, crosses the plain from northeast to southwest to the foot of the ZAMBALES mountains and then turns north into LINGAYEN GULF, west of the town of LINGAYEN. It is one of the major water barriers to MANILA because it almost completely crosses the northern part of the great plain. The average depth of the river in the dry season is about six feet except from AGUILAR to the GULF, where it is much deeper.

Swamps along the gulf are salt and are generally covered with dense growths of nipa palms. On the south gulf coast near LINGAYEN there are no reefs. Bottoms generally are of firm coarse sand. Along the eastern coast of LINGAYEN GULF the coarse textured sandy soils have good drainage properties.

(c) Population and People.

Approximately eight and one-half million people live in LUZON. Those around the southern shores of LINGAYEN GULF are said to be particularly friendly. The little town of LINGAYEN with a population of approximately five thousand people lies back of our beaches. To the east of the gulf is LAOG the largest city in north LUZON, with a population of approximately 40,000 people.

(d) Health, Sanitation and Water Supply.

On LUZON there are plenty of streams and numerous springs and wells, but these are likely to be contaminated in densely populated regions. The town of LINGAYEN is said to have a central water supply. Diseases are the customary ones found in the tropics and semi-tropics. Crocodiles, snakes and mosquitoes are likely to be encountered in swampy areas.

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(c) Weather.

Fleet Weather Central reports that in January the average prevailing winds may be expected from the northeast with average velocities of twelve knots. At this time of the year the doldrums bad weather belt is to the south of the PHILIPPINES. Typhoons are unlikely during December and January. LINGAYEN has a hot moist climate with a year around average temperature of more than eighty degrees.

3. Defenses.

The enemy may be expected to defend the island with one hundred and twenty five to one hundred and fifty thousand men, most of whom are not located near the Gulf. A discussion of all the defenses of the island is not within the scope of this appendix. Beach defenses will be discussed along with beaches. Only a few of the nearest airfields are discussed.

(a) Radar. The enemy is said to have radar installations on both sides of LINGAYEN GULF.

(b) Radio. There is a radio station near the airfield and town.

(c) Airfields. There are approximately thirty-seven airfields and sixteen emergency fields on LUZON. There is one airfield, LINGAYEN FIELD, back of ORANGE and GREEN Beaches near LINGAYEN; another, NAGUILIAN, near BAGUIO thirteen miles northward; another ninety miles up the east coast of the bay at VIGAN; still further north is LAOAG FIELD; and southward a concentration of fields and strips near CLARK FIELD about sixty miles away. The field at LINGAYEN and a field at APARRI on the north LUZON coast serve as feeder bases for planes from the fields on FORMOSA about four hundred miles from LINGAYEN.

LINGAYEN airfield has one east-west runway which is about 4850 feet long and 540 feet wide. It furnishes "hard stand" space for one hundred fighters and one hundred bombers. There are no revetments. It is defended by numerous machine guns and rifle pits. It is a minor staging base with limited repair facilities and no hangers.

(d) Mines and Minefields.

Extensive mining is believed to have been done in the approaches to beaches, in the bay and possibly on the beaches. Work to counteract these mines is contemplated.

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4. Navigation Information.

- (a) LINGAYEN Gulf. This gulf is shown on map 4209 published by the U. S. Coast and Geodetic Survey at MANILA, P. I. in March 1924. Since that map was prepared the course of the BASINA River has changed as shown on beach sketch appended hereto. The gulf is approximately eighteen miles wide. The shallow waters of the gulf provide unlimited anchorages for all classes of vessels. There is a clear approach to the gulf from the north of about fifteen miles in width. The anchorage area is generally well sheltered, but the western half may be subject to some swell during the N. E. monsoon. SAN FERNANDO Harbor furnishes the only all weather anchorage. Another source reports that the holding ground is "satisfactory", and that during N. E. winds there is often a considerable ground swell and that choppy seas are frequent. SAN FERNANDO on the East coast of the gulf, SANTO THOMAS PORT SAUL on the S. W. and BOLINAO are the principal harbors in the LINGAYEN Gulf area. Prior to the war SAN FERNANDO was an oil storage center and had two piers.
- (b) Daylight and dark, sunrise and sunset, moonrise and moonset, and tide tables are appended hereto.
- (c) Tides and Currents. The mean tidal range in this area is two and one half feet, and the maximum range in January is about three feet. From November to March a surface current with a velocity of less than one knot sets in a northerly direction from the western side of the gulf. Heights of waves are not known to us.
- (d) Depths Offshore. The map 4209 referred to above, shows depths of twenty fathoms disappear at about five miles offshore as one approaches LINGAYEN BEACHES, depths of ten fathoms up to about two and one-half miles from shore, and depths of one fathom or more almost up to the beaches. Photographs and some other information throw doubt upon the depths just off the beaches and the matter will be discussed in more detail under beaches.

5. Beaches.

- (a) The following is quoted from Annex "C" to ComPhibGrp 6 Attack Order No. A605-44, Intelligence Plan, the best source of information now available:

"LINGAYEN GULF AND SAN FERNANDO BAY.

"(1) General.

"LINGAYEN GULF, on the northwest coast of LUZON, is about thirty-five miles long and twenty miles wide, with the long axis tending

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slightly west of north. The coast bordering the west side of the gulf is hilly to mountainous and the shore is fringed by coral. The east and south coasts are lined by nearly continuous beach interrupted by several large streams. Beaches are sandy and in general have very gentle slopes. Dunes occur in many places back of the beaches. Beaches at the south end of the gulf are backed by extensive areas of marshy ground, by tidal channels, and by narrow lagoons paralleling the shore. Beaches on the east coast of the gulf are in general without marshes and have exits opening directly on the highway and railroad connecting SAN FERNANDO and MANILA. The coastal plain behind the east coast beaches is narrow, and is backed by nearly continuous hills. These hills would offer good concealment and excellent location for gun emplacements and other defense installations.

"(2) ORANGE and GREEN Beaches.

"Beaches ORANGE and GREEN extend from the eastern edge of the LINGAYEN airstrip to a point 2,500 yards westward. The western boundry of ORANGE Beach is north of a church which should be visible from the sea. If still standing after air attack and shelling, other excellent landmarks closer to the beach are the high school and radio station which are directly north of the church (See Appendix 1). SISON AUDITORIUM is one hundred and thirty feet to the northeast of the high school and is the closest building to the beach. This would be approximately seventy-five feet east of the western boundry of ORANGE Beach. The division between ORANGE and GREEN Beaches falls approximately at the eastern end of the two buildings used as pilot's barracks which are on the north side of the western end of the airstrip.

"(3) Beach Defenses.

"Extensive beach defenses have been prepared in the area of SAN FERNANDO and CAPA BOLINAO, along the coast from CABA to AGOO, and from SAN FABIAN to LINGAYEN. Defense installations are known to consist of tactical wire, trenches and rifle pits, pillboxes and gun emplacements. Guns encountered will be dual purpose naval types and emplaced field pieces up to 155 millimeters. Concealed 8-inch rocket emplacements are to be expected. Shore-base torpedo tubes have not been reported in this area. Underwater obstacles such as horned scullies or dragon's teeth have not been observed, but may exist. Beach mines, both metallic and non-metallic, are to be anticipated. Tanks have been reported concentrated at SAN FERNANDO and CAMP HAY. The enemy has done extensive work to improve his road communications from the beaches

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to his inland strong point and concentrations. It may be expected that he will have notable flexibility in the deployment of his mobile and armored forces. Pillboxes have been reported to be located at ten meter intervals along certain roads from the vicinity of LINGAYEN and DAGUPAN to the interior."

(b) Offshore Depths.

There is conflicting information about depths offshore of the beaches. The beach profiles shown on pages 11 and 12 of this appendix may prove inaccurate and must not be followed blindly. They represent what is believed to be the best information now available.

Looking to seaward, and reading left to right, profiles "C" and "D" - show depths off ORANGE TWO; "E" and "F" - off ORANGE ONE; "G" and "H" - off GREEN TWO; and "I" - off GREEN ONE.

(c) Other Beach Information.

Since the beach information at the objective relating mostly to depths offshore is conflicting, the following paragraph is included for consideration in event other offshore information proves inaccurate:

"A beach study made recently, based on hydrographic data from surveys made in 1901-1904 gives much detailed information and conditions offshore. It is quoted below:

'Since these surveys there has probably been little change in beach profiles from SAN FERNANDO to RABAN. On the south shore shifting stream mouths have probably caused significant local changes. Mean tidal range is 2.5 feet.

'LINGAYEN TOWN AND AIRDROME

'Immediately west of distributary mouth to west of LINGAYEN for a distance of one mile, the beach is probably suitable for LSTs. The approach is clear to sand beach. Beach is fairly well protected but may be subject to moderate to heavy surf at times during north-east monsoon. The beach averages one hundred and twenty-five to one hundred and seventy-five feet wide between H. W. and L. W. lines. The twelve foot depth line is about two hundred feet offshore and it may be possible for LSTs to beach dry or nearly dry. Beach probably backed by low sand bank. Exits poor over wet depressions, cultivated lands, and channels probably up to eight feet deep, which would require bridging. Distance from LINGAYEN Town to beach is two miles.

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Year	Percentage of Population Aged 15 and Over Employed in Manufacturing
1950	25
1955	30
1960	34
1965	35
1970	32
1975	28
1980	24
1985	20
1990	20
1995	20
2000	20
2005	20
2010	20

LINGAYEN TOWN AND AIRDROME - EAST

'Shore fronting LINGAYEN TOWN and extending East toward DAGUPAN River. Suitable for LCM and 1.3 miles at eastern end probably suitable for LST. Total length about six miles. Approach clear to sand beach. Beach averages 125' to 175' wide between H. W. and L. W. lines and is suitable for motor transportation. The twelve foot depth line is about two hundred feet offshore and it may be possible for LSTs to beach dry or nearly dry along 1.3 miles at the eastern end of the beach. Seventeen ft. draft tankers can anchor about 1800 feet offshore. Beach is probably backed by low sand bank. Exits are good over low sand ridges direct to LINGAYEN AIRDROME, 1000 feet inland from beach and through residential areas, providing some cover and concealment to LINGAYEN Town, one mile inland. Extensive road net in urban area, outskirts of which are 1800 feet inland from shore.

"The offshore profiles at the head of the gulf show that small craft can land at almost any point. Detailed soundings taken some forty years ago off the AGNODAGUPAN Delta indicate several landing points for LSTs, but subsequent changes in the distributary mouths and the influence of longshore currents may have since altered these profiles. Except for a few rocky points and the entrances of the larger rivers the beaches along the eastern shore of the gulf are accessible to landing craft, and at several points the offshore profiles which are probably less subject to alterations than those at the head of the gulf indicate some stretches several thousand feet in length which are suitable for LSTs."

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INTELLIGENCE FOR SHIP-TO-SHORE MOVEMENT

DAYLIGHT AND DARK TABLES

Lat. 16° 00' N. Long. 120° 00' E.

January 1945

-9 ITEM Time Zone

Day	Morn. Twil't	Sunrise	Sunset	Eve. Twil't	Dark Per. Hr. Min.	Moon rise	Moon Set	Moon Phase
1	0610	0728	1839	1956	10 14	2109	0930	
2	0610	0728	1840	1956	10 14	2201	1016	
3	0611	0729	1840	1957	10 14	2250	1057	
4	0611	0729	1841	1958	10 13	2342	1136	
5	0611	0729	1842	1958	10 13	----	1213	
6	0612	0729	1842	1959	10 13	0026	1249	Last Quarter
7	0612	0730	1843	1959	10 13	0112	1324	
8	0613	0730	1843	2000	10 13	0159	1402	
9	0613	0730	1844	2000	10 13	0247	1440	
10	0614	0730	1845	2001	10 13	0338	1522	
11	0614	0731	1845	2002	10 12	0431	1609	
12	0614	0731	1846	2002	10 12	0527	1700	
13	0615	0731	1847	2003	10 12	0624	1755	
14	0615	0731	1847	2003	10 12	0721	1854	New Moon
15	0616	0731	1848	2004	10 12	0817	1955	

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TIDE PREDICTIONS

SUAL AND SAN FABIAN, LINGAYEN GULF.

January 1945

-9 ITEM Time Zone

Day	High Time	Ht. Ft.	High Time	Ht. Ft.	Low Time	Ht. Ft.	Low Time	Ht. Ft.	Moon Phase
1	----	---	2345	3.4	0915	-0.6	----	---	
2	----	---	----	---	1002	-0.5	----	---	
3	0021	3.3	----	---	1048	-0.4	----	---	
4	0057	3.1	----	---	1127	-0.3	----	---	
5	0131	2.8	----	---	1156	0.0	----	---	
6	0200	2.4	----	---	----	---	1208	0.3	Last Quarter
7	0203	2.0	----	---	----	---	1203	0.5	
8	0053	1.6	2030	1.7	1133	0.7	----	---	
9	----	---	2000	2.0	1053	0.7	----	---	
10	----	---	2007	2.4	0942	0.5	----	---	
11	----	---	2032	2.8	0902	0.2	----	---	
12	----	---	2101	3.1	0805	0.0	----	---	
13	----	---	2140	3.3	0805	-0.2	----	---	
14	----	---	2219	3.4	0832	-0.3	----	---	New Moon
15	----	---	2259	3.4	0900	-0.3	----	---	

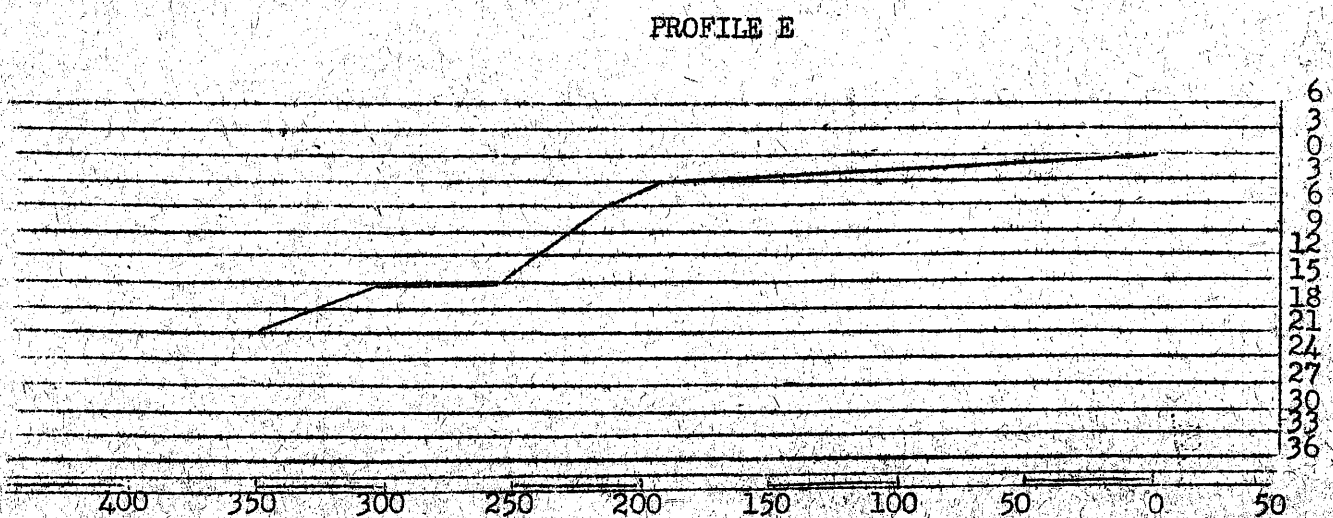
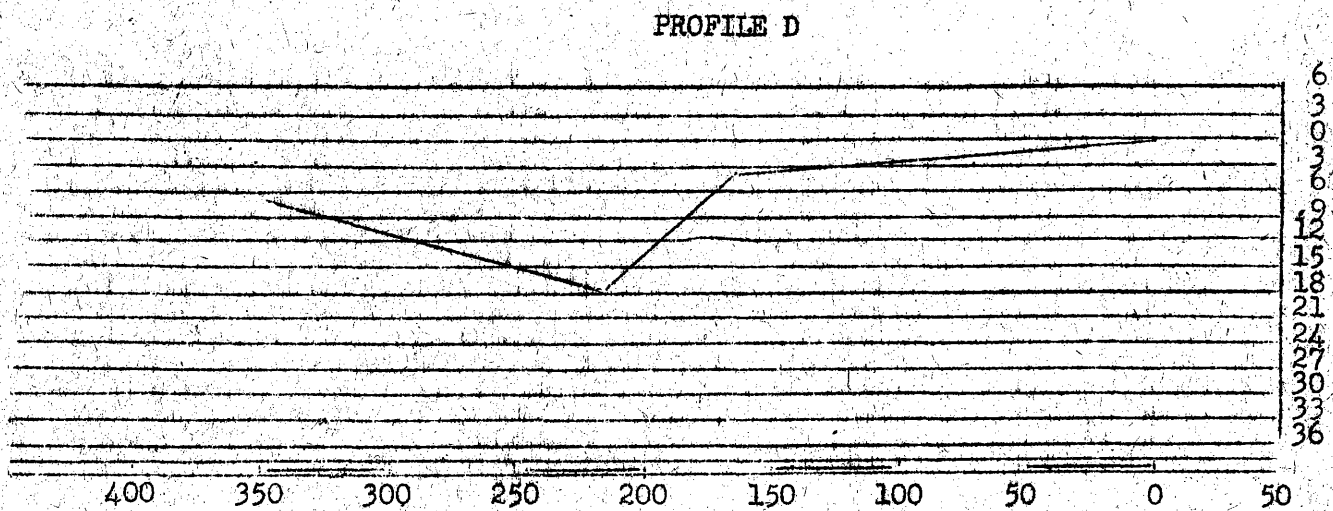
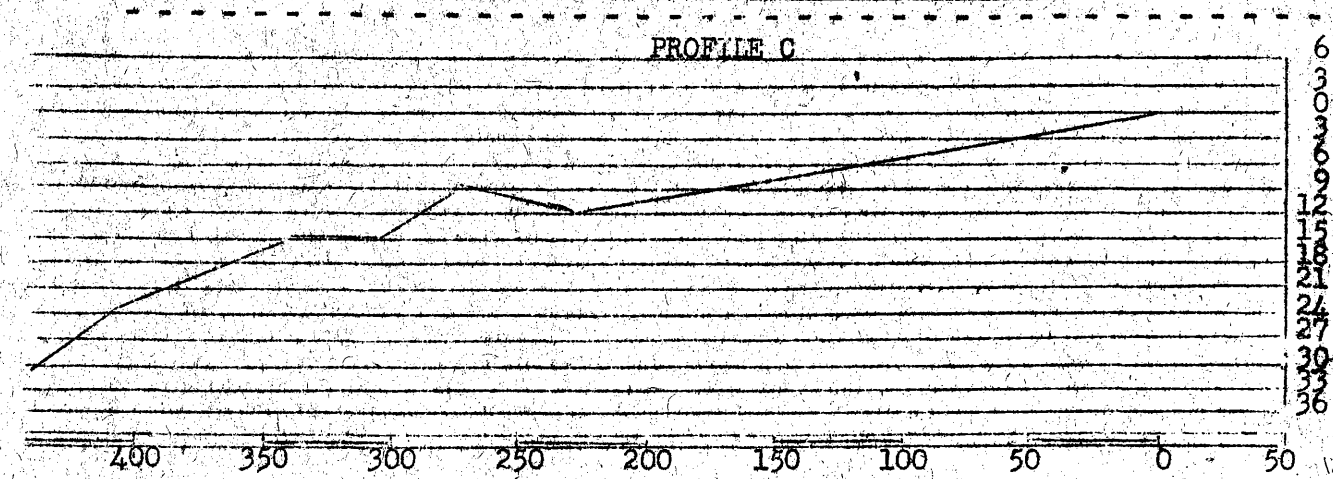
Heights are reckoned from the datum of soundings on charts of the locality which is mean lower low water

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APPENDIX 1 TO ANNEX "E" TO C.T.G. 79.4 LANDING AT TACONIC R NO. A22-44

INTELLIGENCE FOR SHIP-TO-SHORE MOVEMENT



BEACH PROFILES

COMPUTED FROM WAVE LENGTH METHOD

DEPTHS IN FEET AT LOW TIDE

DISTANCE FROM BEACH IN FEET

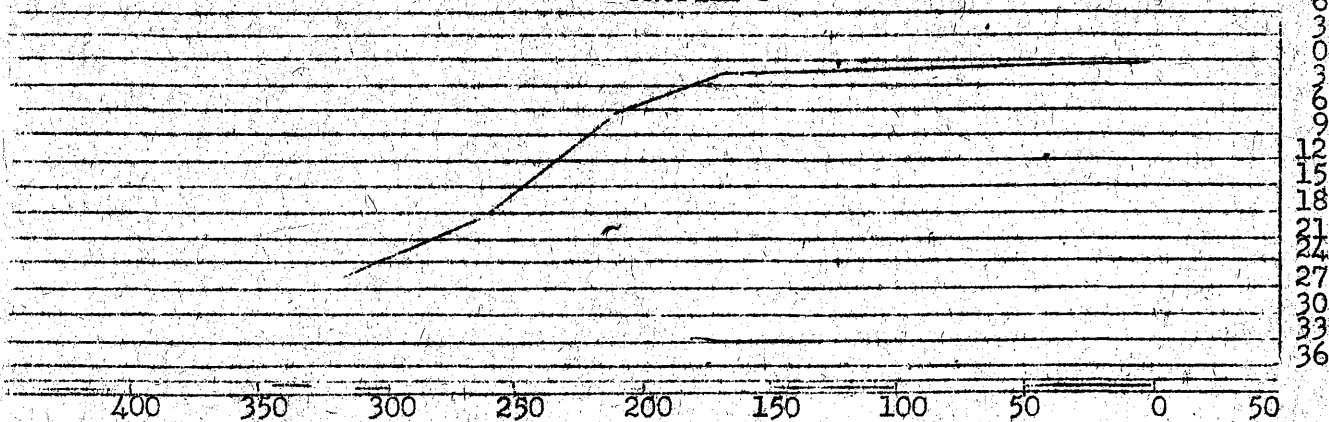
REPRODUCED FROM TABLES

Prepared by Intelligence Section
Amphibious Group SIX

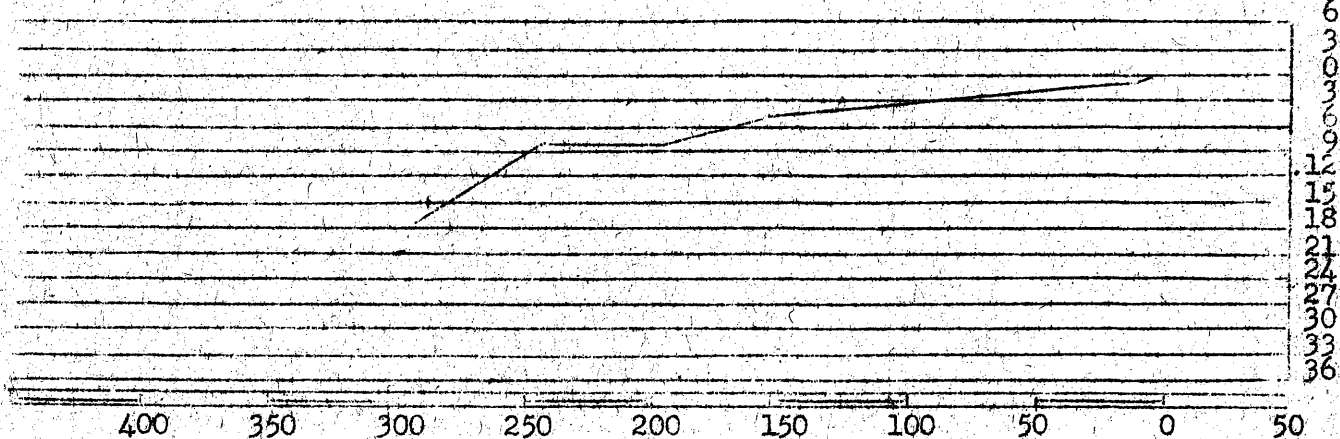
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INTELLIGENCE FOR SHIP-TO-SHORE MOVEMENT

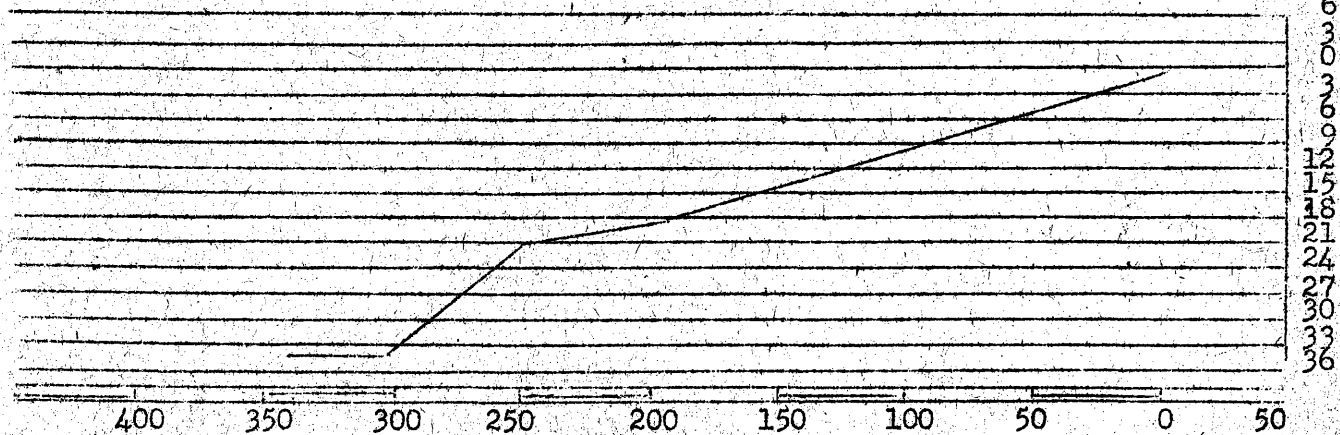
PROFILE F



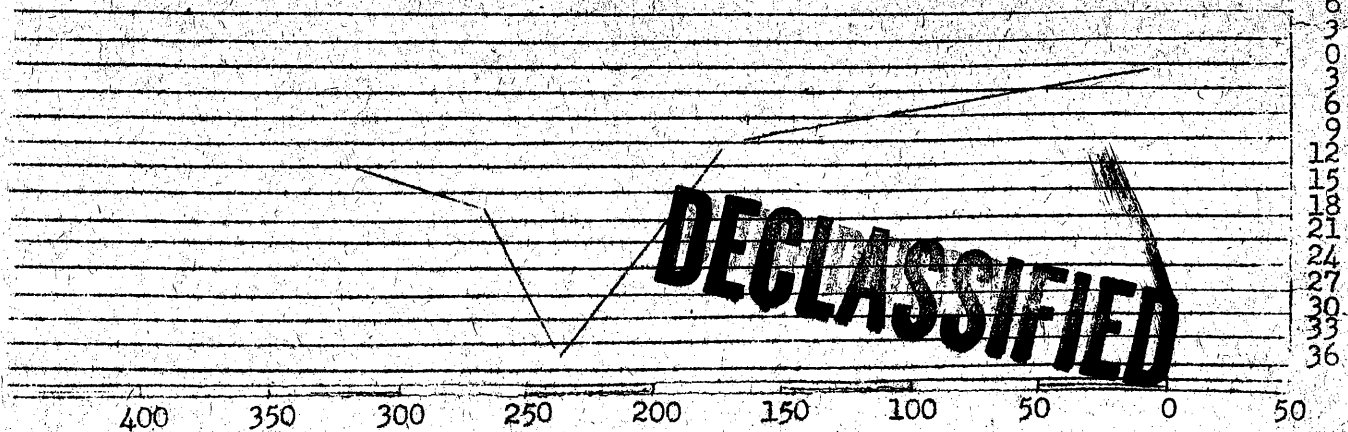
PROFILE G



PROFILE H



PROFILE I

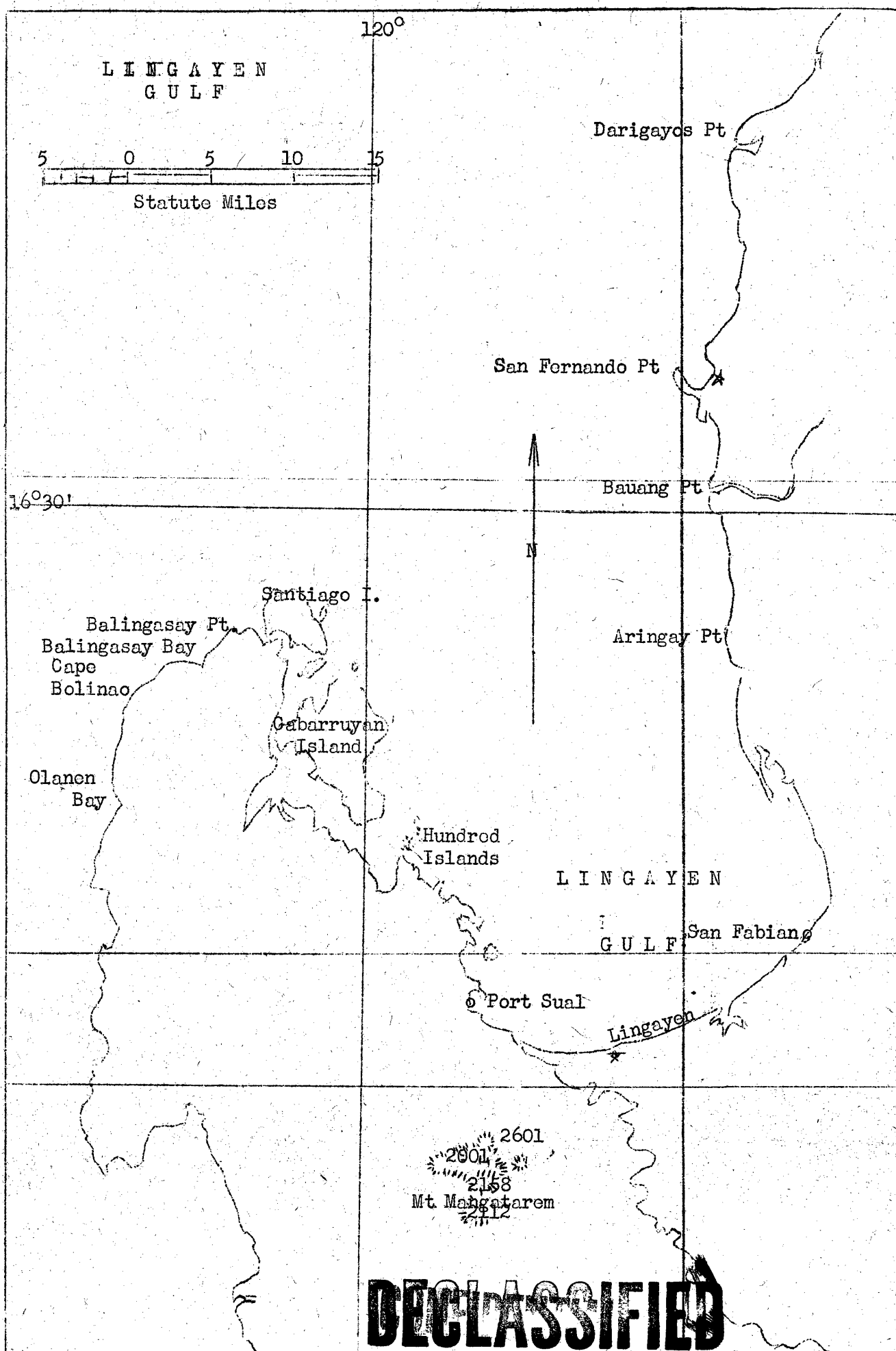


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APPENDIX 1 TO ANNEX "E" TO C.T.G. 79.4 LANTCOM TACK ORDER NO. A22-44

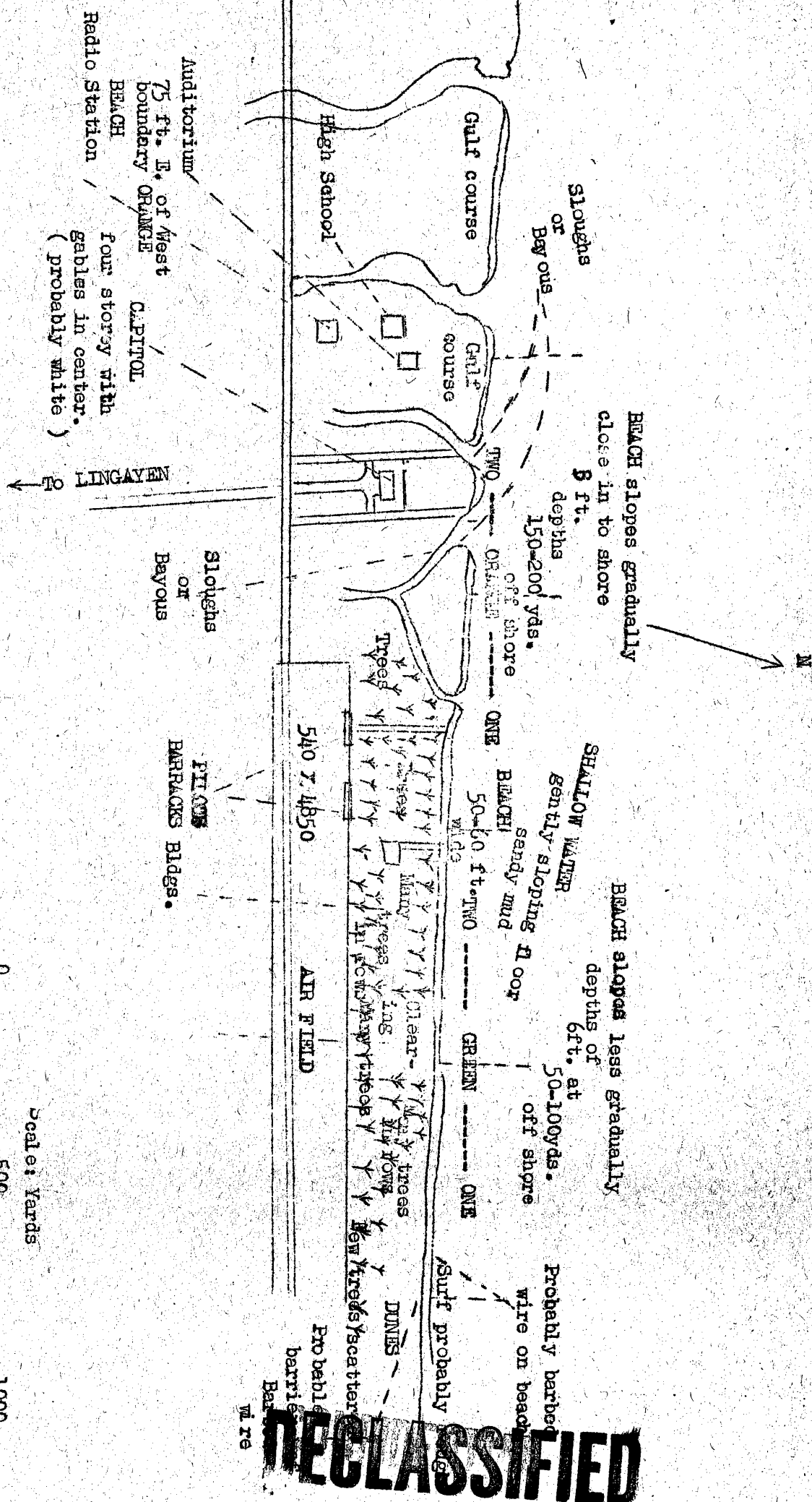
INTELLIGENCE FOR SHIP-TO-SHORE MOVEMENT



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INTELLIGENCE FOR SHIP TO SHIP COORDINATION

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SMOKE PLAN

1. This smoke plan is derived from Annex "G" to C.T.F. 79 Attack Plan No. A305-44. All smoke officers will acquaint themselves thoroughly with that plan and with the following amplification thereof.
2. At all times while at general quarters and while in transport area ships will have trained personnel assigned to Besler Fog Generators and other smoke-making equipment so that they will be prepared to make smoke immediately upon order.
3. Each ship will equip at least two LCV(P)s with smoke racks, pots and floats. While in the transport area each ship will have one of these LCV(P) smoke boats lying to to windward of the parent ship, ready to make smoke on order. In addition to the one LCV(P) smoke boat stationed by parent ship, an "LCV(P) smoke boat line" will be established as follows: Six LCV(P)s (one each from CAMBRIA, MONROVIA, FREDERICK FUNSTON, WAR HAWK, ALCYONE and CLAY), each in charge of an officer and equipped with SCR 610 radio and operator, will, upon arrival in the transport area, be hoisted out immediately and rendezvous at CAMBRIA. The officer in charge of the MONROVIA smoke boat will have over-all charge of these six smoke boats. On order from Commander Transport Group BAKER the above smoke boats will proceed about two thousand yards to windward of the transport group and space themselves evenly (about 1000 yards between boats) on a line normal to the wind. The officer in charge of the smoke line will reorient the line in the event of a shift in wind direction. Each smoke boat officer will be thoroughly familiar with Smoke Plans "ABLE" and "BAKER" as set forth in Annex "G" to C.T.F. 79 Attack Plan No. A305-44 and will be alert to make the best use of his boat in executing these plans.
4. All smoke boats will be equipped with one SCR-610 radio and the operators will maintain a continuous watch on channel M-43 (33.2 MCS). The general call for any or all smoke boats is "Smoke Boats". To call a particular group, unit or ship's boat, prefix appropriate voice call; append "ZERO" to the call to designate commander of smoke boats indicated:

Examples:

To all smoke boats - "Smoke Boats".

To all smoke boats of Transport Group BAKER - "CLOUDBURST Smoke Boats".

To Commander of smoke boats of Transport Group BAKER - "CLOUDBURST Smoke Boat ZERO".

To CAMBRIA's smoke boat #2 - "PRESIDENT 26".

SMOKE PLAN

5. Emergency whistle signals may be used to parallel voice transmissions as follows:

- (a) "Make Smoke" - Morse equivalent of QUEEN (---) repeated three times on the whistle of the SOPA flagship, repeated by group flagships and individual ships as necessary.
- (b) "Stop Smoke" - Morse equivalent of NAN (--) repeated as in (a) above.

All signalmen and officers of the dock should be instructed in the use and meaning of these signals.

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MEDICAL PLAN

1. General Information.

- (a) This Medical Plan is based on Annex "F" to C.T.F. 79 Attack Plan No. A305-44 and Annex "F" to ComPhibGrp 6 Attack Order No. A605-44. All commanding officers will make certain that their medical departments, both on the beach and aboard ship, are thoroughly familiar with the above references and with the amplifications contained herein.

2. Ship-to-Shore Phase.

- (a) Upon arrival at the transport area medical sections of the assault beach parties will be boated in the salvage boats provided by Transport Division TEN and THIRTY for their respective beaches (one salvage boat each battalion beach). The medical sections will operate initially from the salvage boats off the beaches to render first aid to casualties occurring in the landing vehicles or landing boats. Boats carrying the medical section will fly a small red cross flag.
- (b) When the assault beach parties have landed (immediately following seventh assault wave), the medical section will go ashore and set up first aid and medical evacuation stations.
- (c) Each ship shall send ashore forty litters and the usual medical and nursing equipment for their own beach party. This is to be landed along with the beach and shore parties and to be re-supplied as necessary.
- (d) The evacuation of casualties from the beach will be controlled by the beachmaster, who shall make every effort to place casualties on board boats returning to their parent ship. He shall, as far as practicable, see that casualties are distributed among the ships ready to receive patients. If a boat with casualties is to be sent to other than the parent ship, explicit instructions will be issued to the boat coxswain. Ships of Transport Division EIGHTEEN will not receive casualties until embarked troops have been landed unless directed by Commander Transport Group BAKER.
- (e) The GEORGE F. ELLIOTT and the WAR HAWK have been designated prisoner-of-war ships and should be used in accordance with paragraph 2(b)(5) Annex "F" to ComPhibGrp 6 Attack Order No. A605-44.

3. Reports.

Attention is called to the directives concerning reports found in Amphibious Group SIX Medical Memorandum No. 3 and paragraph 3(a) of Annex "F" to C.T.F. 79 Attack Plan No. A305-44. Commanding officers shall see that their reports are submitted at the specified time. See "Routine Reports Required", Appendix 4 to Annex "A" to this order.

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ANNEX "G"

MEDICAL PLAN

4. Preventive Medical Measures.

Ships carrying naval personnel who are to remain ashore shall make certain that each man has malaria suppression treatment and typhus fever, cholera and plague immunization.

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BOAT POOL PLAN

1. Attention is directed to Annex "H" to C.T.F. 79 Attack Plan No. A305-44 and Annex "N" to CANF, SWPA Operation Plan No. 17-44 for the basic boat pool plans.
2. The boats carried by ships of this group for the boat pool consist of Army LCM(6)s and Army LCM(3)s. Army crews are being carried with their LCMs. No Navy personnel from this group will be left with the boat pool.
3. As soon as a ship becomes unloaded, the Army LCMs she carries will be transferred immediately to CAMBRIA, which will be the temporary boat pool headquarters ship. CAMBRIA will reassign these LCMs to ships still unloading. On departure of CAMBRIA from the target area, all Army LCMs from ships already departed, or departing with CAMBRIA, will be sent to LST 267 for assembly and temporary headquarters until boat pool is set up and ready to operate ashore.
4. Ships be prepared to furnish Army LCMs with spare parts prior to leaving them with boat pool. Information will be disseminated later as to type and amount of spare parts to be furnished.

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ANNEX "I" TO C.T.G. 79.4 LANDING ATTACK ORDER NO. A22-44

PONTOON CAUSEWAY AND BARGE PLAN

I. Pontoon Causeways

A. ORGANIZATION

Pontoon causeways are lifted to the target area in LSTs of T.G. 79.6 (Capt. SEAY). The officer in charge of the causeways is Lieutenant SINGLETON (CEC) embarked in LST 272.

<u>LST No.</u>	<u>CB Unit</u>	<u>2 x 30 Causeways Carried</u>	<u>Officer in Charge</u>	<u>Beach Assigned</u>
23	C-9	2	Ensign SORENSON	GREEN
*267 +	C-20	2	Ensign GROVES	GREEN
276	C-21	2	CEM FURLOUGH	GREEN
127	C-13	2	CBM HORWATH	GREEN
*272	C-12	2	Lieutenant SINGLETON	ORANGE
*273	C-18	2	Lt. (jg) LATIMER	ORANGE
*243 +	C-10	2	CMM GILBRIDE	ORANGE
246	C-19	2	MM1c ROCKWELL	ORANGE

* These LSTs have Construction Battalion trucks, tractors and welding machines.

+ LSTs 243 and 267 do not have welding machines as part of the pontoon causeway outfit.

LST 1013 is in Assault Unit GREEN, but has no causeway.

B. INFORMATION

The officer in charge of the 302nd Construction Battalion is Lieutenant Commander McGARAGHAN (CEC) embarked in the Mt. OLYMPUS (AGC-1) flagship of C.T.F. 79.

One LCI(L) (S&FF) will be assigned by C.T.G. 79.8 (Capt. RIMER) for support and towing as necessary and will proceed initially to the LST lowering area (LST Area WILLIAM) and thereafter to the beach with the first causeway called in.

Information on beaches is not complete, but it is expected that more data will be obtained prior to the assault. The beach is sand, sufficiently firm to support motorized traffic. The slope of the bottom is generally flat and free from obstacles. This slope may cause considerable difficulty in unloading. The one fathom curve is from one hundred to one hundred and sixty yards from the beach on GREEN - ORANGE Beaches, requiring the use of pontoon causeways for unloading.

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ANNEX "I" TO C.T.G. 79.4 LANDING ATTACK ORDER NO. A22-44

PONTOON CAUSEWAY AND BARGE PLAN

Each LST carrying pontoon causeways carries crews who will operate them during the assault. Prior to departure from LINGAYEN of LSTs to which initially assigned, crews will be transferred to ASHLAND (LSD-1), which has been designated as a Pontoon Causeway and Barge Repair Ship. They will thereafter operate as a unit of NABU 6. The officer in charge Construction Battalion detachment will originally be embarked in the force beachmaster control boat, but will operate afloat or ashore as necessary.

C. LAUNCHING

LSTs will launch their causeways promptly after assault LVTs have been launched, in LST Area WILLIAM, and secure same alongside prepared for towing ashore. Transport Division EIGHTEEN is supplying one LCV(P) to each LST carrying a causeway to assist in handling same until LSTs' own boats return from assault waves. These LCV(P)s are due to arrive and report by JIG minus THIRTY minutes. Unit commanders must be on the lookout for these boats; see that they are allocated properly and return each one to parent ship as soon as it can be relieved by an LST boat. LSTs will be prepared to handle their causeways in any one of, or combination of, the following methods:

- (1) Tow alongside into designated beaching station and land by the momentum method. Have at least two LCV(P)s standing by to act as "pushers" to prevent broaching when causeway is released for beaching.
- (2) Tow alongside or astern to a point off the beach from which the LST will later start its beaching run. At this point landing craft will take over, towing the causeway into the beach; LST then beaches and takes end of causeway.
- (3) In LST Area WILLIAM, turn causeway over to LCI(L) (S&FF) or any craft capable of towing to beach.

The pontoon causeway ramp (2½ tons) must be lowered to its proper position while still alongside.

Army Shore Party will provide necessary dozers, pile drivers and other mobile equipment and will assist in landing the shore end of the causeway. Causeways will be anchored by use of lines to deadmen, piles or other suitable substitute. Dozers or other rolling equipment will not be used for anchorage purposes. Pontoon causeway officers will draw up a detailed launching bill and make plans for setting up and beaching their causeways.

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PONTOON CAUSEWAY AND BARGE PLAN

Prior to departure for the objective LST officers and crews will become thoroughly familiar with methods of launching, towing and beaching pontoon causeways and how to take seaward end for unloading.

D. GENERAL PLAN

Tentative locations for pontoon causeways are as follows, subject to modification as a result of later information, referring to the PHILIPPINE Grid - LINGAYEN sheet 3159-11:

ORANGE - GREEN BEACHES

OTHER LOCATIONS NOT ON
ASSIGNED BEACHES

937-405 to 943-404 (Eight stations in this line of beach. Points are extremities of this line).

903-40.1
912-40.3
921-40.4
925-40.5

First priority is at 943,404 and causeway will be from a GREEN LST. Second is 937,405 at other extremity of causeway landing area and causeway will be from an ORANGE LST. Refer to Appendix 1 to this annex for these locations on GREEN and ORANGE Beaches. If more suitable locations are found for causeways after all are positioned, some may be towed to these new locations. Causeway officers must be prepared for such a contingency.

The total number of causeways assigned to this unit is 8 - or 16 sections of 2 x 30 causeways. All eight will be beached, preferably by the momentum method when the carrier LSTs are called to the beach.

Variations in the beach gradient may require the use of more than one two-section causeway. Additional lengths will be towed in place by boats supplied on request to the beachmaster, using LCI(L) (S&FF) as necessary to assist. The final causeway may be of one to four sections. Width may be doubled, or a U shaped causeway formed by joining the outboard ends of adjoining causeways. If this enclosed area can be filled, it becomes a dock. Army estimates seven hours to fill in.

A pilot from the control vessel or as supplied by LST group commander will board LSTs for beaching and suitable signs will be set up by the shore party to indicate the proper locations.

II. Pontoon Barges

A. ORGANIZATION

Barges are lifted to the target area in LSTs of T. G. 79.6 (Capt. SEAY). The officer in charge of the barges is Lt. (jg) LONGERREAN in LST 1028.

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ANNEX "I" TO C.T.G. 79.4 LANDING ATTACK ORDER NO. A22-44

PONTOON CAUSEWAY AND BARGE PLAN

<u>LST No.</u>	<u>CB Unit</u>	<u>Number and Type Barges Carried</u>	<u>Method Carried</u>
1028	B-6	2 - 3 x 7 2 - 3 x 12	Side
580	5-10	2 - 3 x 7 2 - 3 x 12	Side
681	B-7	2 - 3 x 7 2 - 3 x 12	Side
752	5-9	2 - 3 x 7 2 - 3 x 12	Side
925	B-8	2 - 3 x 7 2 - 3 x 12	Side

NOTE: All 3 x 7 barges and one 3 x 12 barge on LST 681 have out board type propulsion units and the remaining 3 x 12 barges have inboard type units. All LSTs carry proper gear for lowering the barges.

B. INFORMATION

All LSTs carrying self-propelled barges are part of the LST Reserve Unit (Capt. WATTS).

The barges and crews are a part of the 302nd Construction Battalion. Each barge has its own crew. Barges and crews will be transferred to the ASHLAND (LSD-1) prior to departure from LINGAYEN of the LSTs to which initially assigned, and after departure of assault transports, they will operate as a unit of NABU 6.

During transport unloading period, barge crews will be subsisted and treated with all the consideration shown to own boat crews by ships being served by them. It is intended that these barges be used primarily for unloading POL drums since they can be unloaded quickly by "rafting" drums to beach. Subsequently they may be employed for general cargo but must not be so used until provisions have been made for unloading them on causeways, or other suitable unloading stations set-up. In no case will they be used to unload vehicles until they can land at and unload on causeways since no ramps are provided for these barges.

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ANNEX "I" TO C.T.G. 79.4 LANDING ATTACK ORDER NO. A22-44

PONTOON CAUSEWAY AND BARGE PLAN

C. LAUNCHING AND DISTRIBUTION

Self-propelled barges will be launched on arrival in the LST Area from their carrier LSTs. They are to be apportioned equally by types to C.T.G. 79.1 in MOUNT MCKINLEY (AGC-7) and to C.T.G. 79.4 in CAMBRIA (APA-36) for use in unloading transports of Transport Group ABLE and Transport Group BAKER. Captain WATTS, Commander LST Reserve Unit, will supervise launching, preparation for unloading duties and allocation. No attempt will be made to hold up delivery until all are launched and ready, but as each one becomes available, it will be delivered to allocated Transport Group. Four LCV(P)s from LST Reserve Unit have been made available for delivery purposes. Barges must arrive promptly and officers must be used to insure their arrival: Commander Transport Group BAKER will be in CAMBRIA, Berth 21 if in Transport Area TWO, Berth 4 if in Transport Area THREE. If all barges become available there will be 5 - 3 x 7 and 5 - 3 x 12 types for each Transport Group. It is doubtful if the barges can be beached. In case the propelling plant is removed or disabled and spare units are not available, they may be used as dumb barges or as an extension to a causeway.

LSTs will list about 7° after launching LVTs and use snubbing lines and lowering gear for launching barges. This equipment is available on all LSTs carrying barges. ComPhibsPac dispatch 290305 will be followed as far as applicable to barges as rigged. All barges are rigged with propelling machinery on outboard after pontoon, making it possible to put two barges together; it is not proposed to do this since it will reduce number of ships that can be served. The 3 x 12 barge can carry fifty tons and the 3 x 7 barge twenty-five tons with a draft of four feet.

It is expected that three to four hours will be required to put these barges in operation.

Five spare propulsion units will be available at the objective for replacing damaged units. Ship or ships carrying same are not known at present.

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Capitol Building

CHANGE TWO

ORANGE ONE

GREEN TWO

GRANT, C.A.

6' Line

AIRSTRIIP

No Trees in this Area

Pontoon Causeway Positions (Tentative)

Priority of Installation Indicated
by Symbols ① ② ③ etc, except 1 is a
GREEN 1ST & 2 is an ORANGE 1ST etc.

APPENDIX 1 TO ANNEX "I"

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ANNEX "J" TO C.T.G. 79.4 LANDING ATTACK ORDER NO. A22-44

ALTERNATE LANDING PLAN

1. This plan will be placed in effect upon order from C.T.F. 79 only if it is determined that an enemy mine field, which lies immediately off and completely blocks GREEN and ORANGE Beaches, is of the "controlled" type and that it cannot be swept or neutralized successfully. Task Organization is the same as in Landing Attack Order No. A22-44. New landing beaches for the execution of this plan are contained in Appendix 3 to this annex, together with new Line of Departure and LST Area off YELLOW Beach. Transports will remain in Transport Area TWO, LST and LSM Reserve Units in LST Area XRAY, Assault Units ORANGE and GREEN will proceed to LST Area WILLIAM and await call; if this Alternate Landing Plan is placed in effect, these assault units will not launch LVTs and causeways until directed as hereinafter provided, and LST Reserve Unit will not launch pontoon barges until so directed by C.T.G. 79.4.
2. This group will execute this Alternate Landing Plan when directed on S-Day by landing the 40th Infantry Division less the Corps Reserve, on YELLOW Beach after the 37th Infantry Division has completed its assault landing thereon and made it available to the 40th Infantry Division. RCT 185 will be landed first followed by RCT 160 and Division Reserve. General unloading will not be started on S-Day, but selected vehicles, ammunition and equipment necessary for immediate combat service will be landed.
3. (a) Transport Division TEN and Assault Unit ORANGE will land RCT 185 on YELLOW Beach, two battalions abreast, BLT 1 on YELLOW TWO and BLT 2 on YELLOW ONE, followed immediately thereafter by the Reserve BLT 3 on YELLOW TWO.
 - (1) When directed by C.T.G. 79.4, Assault Unit ORANGE proceed to LST Area UNCLE and execute either of the following plans as directed by C.T.G. 79.4: (a) launch LVTs, form up assault waves as directed in C.T.G. 79.4 Landing Attack Order No. A22-44 and send them to Line of Departure; (b) beach on YELLOW Beach in the following order from right to left: LSTs 246 and 273 on YELLOW TWO; LSTs 243 and 272 on YELLOW ONE; then launch LVTs directly on to beach. LSTs will remain beached (in case of plan (b)) until LCV(P) waves have landed and will then retract and proceed as follows: LSTs 273 and 246 return to assigned berths in LST Area WILLIAM; LSTs 272 and 243 proceed to LSD berths in Area UNCLE as shown in Appendix 2 to this annex, make preparations to launch causeways and, if and when directed by C.T.G. 79.4, launch causeways and land them on YELLOW TWO. Also when directed by C.T.G. 79.4, land artillery DUKWs in the event they are not ordered to be landed off first beaching.

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ANNEX "J" TO C.T.G. 79.4 LANDING ATTACH CARD

ALTERNATE LANDING PLAN

- (2) Transport Division TEN start boating assault and reserve battalions of RCT 185 when directed by C.T.G. 79.4 about JIG Hour and send them to rendezvous in LST Area VICTOR, from whence they will be lead to Line of Departure by Boat Group Commander in LCCs when directed and thence dispatched to beach. It will be noted that the reserve BLT lands immediately after the assault battalions land.
- (3) LSMs 312, 259 and 210, when directed by C.T.G. 79.4, proceed to Line of Departure and land tanks on YELLOW ONE at same time that reserve battalion of RCT 185 lands on YELLOW TWO, then retract and return to original anchorages. LSM 210 land only tanks that are completely waterproofed unless remainder can be gotten in without drowning them out; if they cannot, return to LST Area UNCLE and await for call to land them after pontoon causeways are beached.
- (4) LINDENWALD and ASHLAND, when directed by C.T.G. 79.4, proceed to stations in LST Area UNCLE as shown in Appendix 1 to this annex, and launch LCTs, LVTs, and LVT(A)(1)s, which will be sent in to beach immediately following the assault waves; both ships then return to original anchorages in Transport Area TWO. If pontoon causeways cannot be landed, it is proposed to use LCTs to assist in unloading LSMs, except those with waterproofed tanks.
- (5) Control Unit will take station as follows: SC 1004 at left flank, PC 1600 in center, and SC 631 at right flank of Line of Departure for YELLOW Beaches and dispatch all waves to landing beaches when directed by C.T.G. 79.4. PC 1601 will take station at Northeast corner of mine field, act as marker vessel and assist in directing traffic to Line of Departure. PC 1603 will be mobile with C.T.G. 79.4 embarked and from which he will direct the movement of LSTs, LSMs, LSDs, LCTs and other assault craft. He will be assisted by Lieut. Comdr. RUMMEL, Operations Officer for C.T.G. 79.4 (Voice call "THIRSTY ZERO"), who will be embarked in the CAMBRIA's aircraft personnel speedboat. SCs 1375 and 632 will be used to assist in leading and directing traffic. LCCs will be used to lead assault and reserve battalions from transports to rendezvous in LST Area VICTOR and thence, when directed, to Line of Departure and to beach. MONROVIA send her LCC to report to Commander Transport Division TEN on CLAY and ALCYONE send her LCC to report to Commander Transport Division THIRTY on KNOX for assignment to this duty. Brigadier General SHOE will land with the reserve battalion of RCT 185; he will be in charge of beach activities after landing and will advise C.T.G. 79.4 on all matters relative to when and where on-call units shall be landed

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ANNEX "J" TO C.T.G. 79.4 LANDING ATTACK ORDER NO. A22-44

ALTERNATE LANDING PLAN

and other pertinent matters. He will be provided with a SCR 610 radio set on which he can talk with C.T.G. 79.4 over either the Transport Group BAKER Command circuit or the Control Vessel circuit. The Transport Group Beachmaster will land after the assault waves of RCT 185 have landed and will work in close cooperation with Brigadier General SHOE and C.T.G. 79.4.

(b) Transport Division THIRTY and LST Assault Unit GREEN will land RCT 160 on YELLOW Beach immediately following the landing of RCT 185, two battalions abreast, BLT 1 on YELLOW TWO and BLT 3 on YELLOW ONE, immediately followed by reserve BLT 2 on YELLOW TWO. As soon as RCT 160 is landed, the Division Reserve, BLT 2/108, will be landed on YELLOW TWO.

(1) Assault Unit GREEN, when directed by C.T.G. 79.4, proceed to LST Area UNCLE and execute either of the following plans: (a) launch LVTs, form up assault waves as directed in Landing Attack Order No. A22-44 and send them to the Line of Departure; (b) beach on YELLOW Beach in the following order from right to left: LSTs 276 and 1013 on YELLOW TWO; LSTs 127 and 23 on YELLOW ONE; then launch LVTs directly on to beach. LSTs will remain beached until LCV(P) waves have landed and will then retract and proceed as follows: LSTs 23, 127 and 1013 take stations in LST Area UNCLE and stand by for call to land artillery DUKWs if not directed to land them on first beaching; LST 276 return to assigned berth in LST Area WILLIAM, followed by above LSTs after they have landed their artillery DUKWs. LST 267 remain in LST Area UNCLE until directed to launch or to beach and land embarked amphibious vehicles.

(2) Transport Division THIRTY start boating RCT 160 and Division Reserve (BLT 2/108) one hour after RCT 185 starts boating unless otherwise directed, and send them to rendezvous in LST Area VICTOR, from whence they will be lead to Line of Departure by Boat Group Commanders in LCCs when directed, and thence dispatched to beach.

(3) LSMs, less LSM 312, 259, 210, 9 and 14 will, if and when ordered, be landed at causeways (if causeways are in place) on YELLOW TWO for unloading when directed by C.T.G. 79.4, first priority going to those attached to RCT 185.

(4) Control Unit operates as for RCT 185

(c) Transport Division EIGHTEEN furnish all boats and personnel listed in Appendix 1 to Annex "A" to Landing Attack Order No. A22-44. Be

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ANNEX "J" TO C.T.G. 79.4 LANDING ATTACK ORDER NO. A22-44

ALTERNATE LANDING PLAN

prepared to land Corps Reserve on any beach designated if and when directed on S-Day. On S plus ONE Day land RCT 108 (less BLT 2/108) on GREEN, ORANGE or YELLOW Beaches when directed by Commanding General 40th Infantry Division.

- (x) (1) General unloading will not be started until S plus ONE Day.
- (2) Be prepared to land selected vehicles, ammunition and combat equipment considered absolutely necessary to support the 40th Infantry Division operations on S-Day.
- (3) Provide and station smoke boats and carry out all pertinent provisions of Landing Attack Order No. A22-44.
- (4) Captain SHORT in KNOX will be in charge of transports in Transport Area TWO during absence of C.T.G. 79.4 from CAMBRIA.

4. Logistics as in paragraph 4 of Landing Attack Order No. A22-44.

5. Same as paragraph 5 of Landing Attack Order No. A22-44. Voice call "THIRSTY TWO" will be used by C.T.G. 79.4 while embarked in PC 1603.

H. B. Knowles
H. B. KNOWLES

- Appendix 1 - Diagram showing positions of LSTs and LSDs for Landing RCT 185 over YELLOW Beaches.
- 2 - Diagram showing positions of LSTs for landing RCT 160 over YELLOW Beaches.
- 3 - Alternate Line of Departure and Beach Area Diagram (this appendix is the same as Enclosure A to Addendum 1 to ComPhibGrp SIX Attack Order No. A605-44).

DISTRIBUTION:

(Same as for Landing Attack Order No. A22-44).

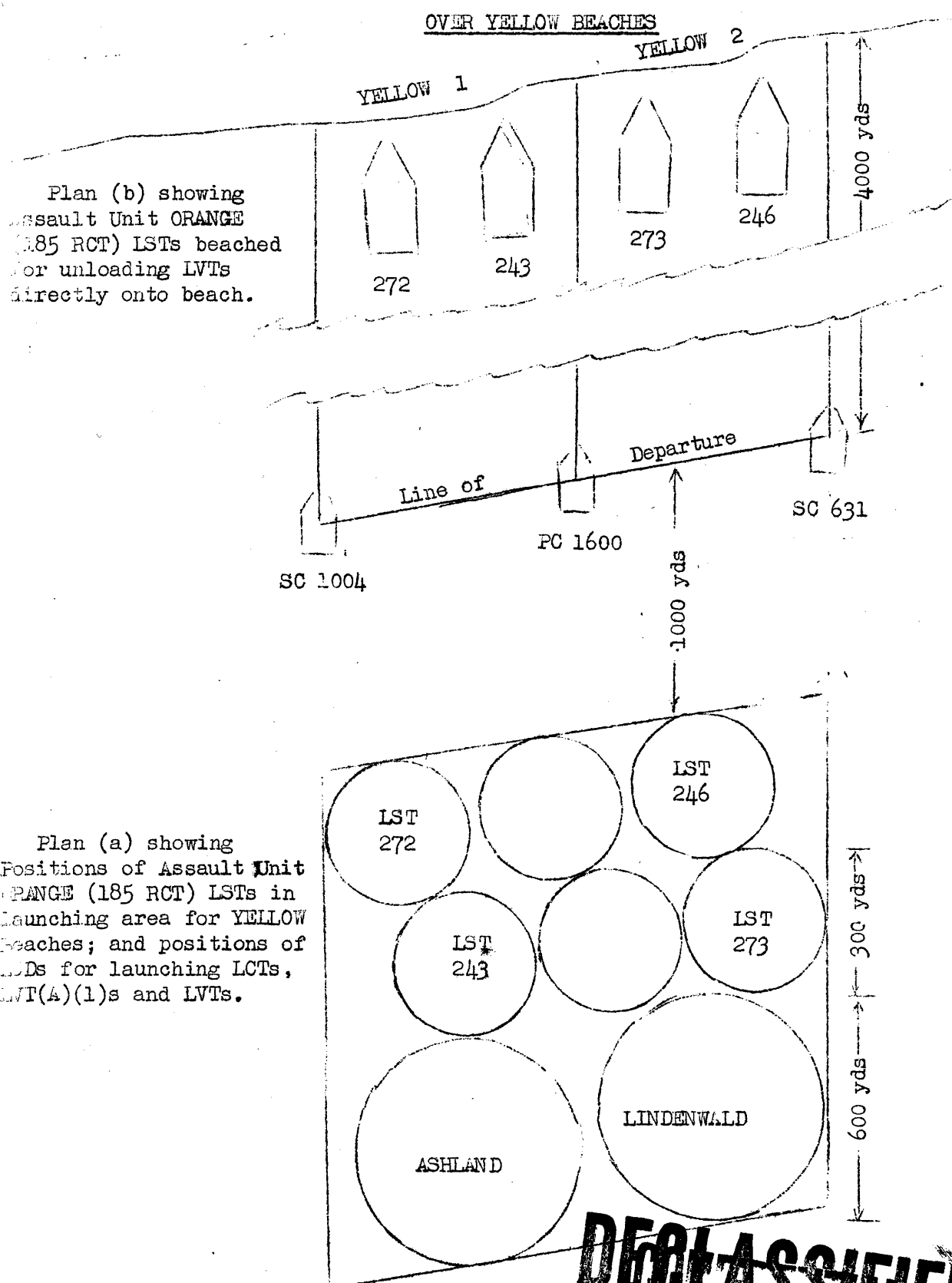
AUTHENTICATED:

Ed. M. Brown
Ed. M. BROWN
Flag Secretary

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DIAGRAM SHOWING POSITIONS OF LSTS AND LSDS FOR LANDING RCT 185



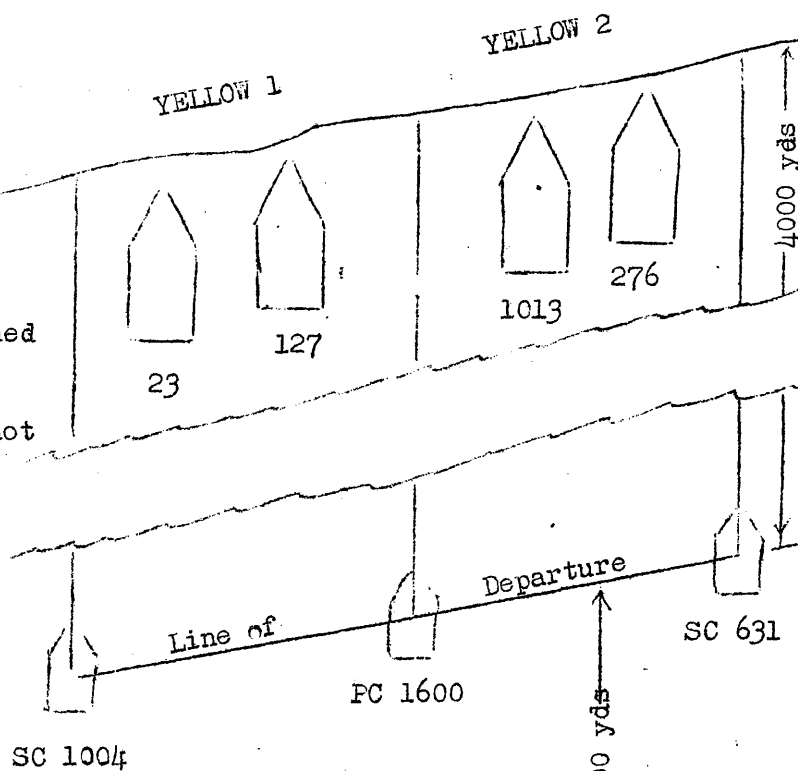
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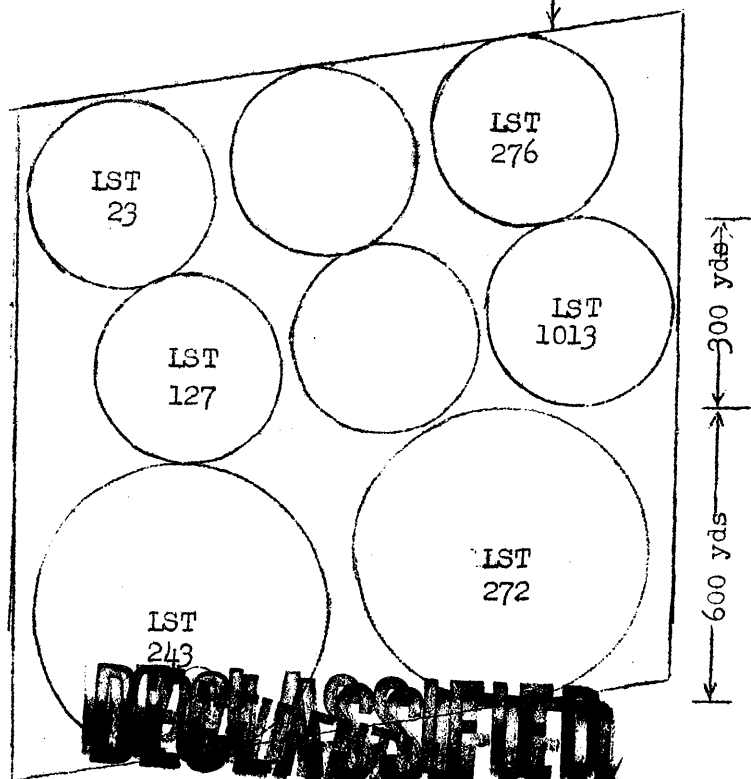
APPENDIX 2 TO ANNEX J TO C.T.G. 79.4 LANDING ATTACK ORDER NO. 422-44

DIAGRAM SHOWING POSITIONS OF LSTS FOR LANDING RCT 160 OVER YELLOW BEACHES

Plan (B) showing Assault Unit GREEN (RCT 160) LSTs beached for unloading LVTs directly onto beach (note LST 267 does not beach initially).



Plan (A) showing positions for Assault Unit GREEN (RCT 160) LSTs in launching Area for YELLOW Beaches; LSTs 243 and 272 of Assault Unit ORANGE (RCT 185) have, after landing embarked LVTs, taken station in LSD berths to await order to land Artillery DUKWs.



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